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SCHOOL COMMITTEE IS WILLING TO EQUIP CHILDREN'S CORNERS

Controversy as to Playgrounds
With the Park Department
May Be Solved Piece-meal.

JOSEPH LEE TALKS

Member of Board Says Policy
Would Be to Fit Out Few
at Time and to Add No
More.

The problem of determining whether the park department or the school committee shall pay for the equipping with adequate apparatus the children's corners in the public playgrounds seems to be nearing an amicable settlement.

Joseph Lee of the school committee in a long communication to the mayor today declares that the school committee is willing to do its entire share and submits a program which will tend to hasten the full equipment of children's corners on the playgrounds providing the city government will restrict further appropriations for additional playgrounds.

Mayor Fitzgerald recently asked the corporation counsel for an opinion as to whether or not the school committee or the park department should bear the expense of equipping the children's corners.

Acting Corporation Counsel McLaughlin gave his opinion that he believed the spirit of the law was that the school committee should bear the expense. In reply to this Mr. Lee has submitted to the mayor the school committee's proposition on playground affairs, and there seems to be every indication that a compromise will be reached.

He thought that the equipment of the children's corners will be greatly improved and that the major portion of the expense will be borne by the school committee.

Mr. Lee says, "Personally I am ready to act for the present upon the park department's view of the matter to the extent of treating the children's corners used by the school committee in regard to apparatus as the committee treats its own school yards."

"Policy in regard to the schools yards has been to equip two or three each year so as to eventually have them all equipped. I should think that some of the park department grounds should come before the school yards as being more important."

In his letter to the mayor Mr. Lee says,

"Mr. Ellis has handed me your letter of Aug. 4, asking whether it is the intention of the school department to fit up with apparatus the children's corners at First street, Shawmut, Commonwealth park, Charlestown Heights, Wood Island park and North Brighton playgrounds."

"I am writing you my own views, with which I think in a general way the school committee coincides. It was my own opinion, in which I found that Mr. Quincy coincided, that the law giving the school committee money for play and physical education, although giving them also the power of equipping playgrounds in charge of the park department, did not give them the duty of so doing, leaving that matter, like the care and development of the park playgrounds in all other respects, in charge of the park department.

"I understand, however, that the park

City Point Carnival Today

Sixth annual festival of water sports is being held on Marine Park beach by Capt. Charles J. Hickey and his life-saving crew.



BEACH AT CITY POINT, SOUTH BOSTON.

The illustration gives a typical holiday crowd on the City Point sands of South Boston, the site of the water carnival this afternoon and a favorite spot for the swimmer.

This afternoon the sixth annual carnival of water sports under the auspices of the United States volunteer lifersavers of the City Point station is being held at Marine Park beach, off the Head House, City Point, South Boston. The sports are under the supervision of Capt. Charles J. Hickey and crew.

The men's events will include a 440 yard swim, 100 yard swim for boys under the age of 16, 50 yard swim open to both, diving for form from an eight-foot

LIVINGSTON MAKES FAST LAP IN THE BIG ELGIN MOTOR RACE

ELGIN, Ill.—Long before the time of starting the 305-mile race for the \$4500 Elgin trophy, the roads for miles were lined with automobiles headed toward the course. At 10 o'clock, when Starter Wagner slapped Greiner of the National team on the back and the National No. 1 went away, starting the big race, 75,000 persons were present.

Harry Grant, driving an Aleo, was popular with the crowd, as was George Robertson and Barney Oldfield. Al Livingston, who drove such a wonderful race in the Illinois Trophy Friday was also favorite.

Harmon, driving a Marmon, was also well liked, and Mulford, in a Lozier, was picked as the winner by many. Weather conditions were ideal, and the track was even faster than yesterday.

Livington covered the fourth lap of eight miles in 7m. 58s. Grant, the winner of last year's Vanderbilt, twisted his Aleo machine's clutch on a curve and was forced to withdraw.

On the tenth lap Robertson in his Simplex came down the stretch on the rim of his left wheel. He threw a tire three miles from the stand, but held on his pace. He lost the lead, putting on a new tire at the Pit. Almost every car had been compelled to stop at the Pit at this stage for gasoline. Barney Oldfield was 18m. behind the leader at 90 miles.

TODAY'S AUTO RACERS.
No. Car. Driver.
1. National A. W. Greiner
2. Black Crow R. Stinson
3. Marmon Barney Oldfield
4. Harmon Ray Harroun
5. Simplex George Robertson
6. Aleo Harry Grant
7. Marmon C. L. Lovstone
8. Simplex H. Sawyer
9. Kisselcar H. Endicott
10. Marmon J. Dawson
11. Marmon F. Hale
12. Knox Barney Oldfield
13. Jackson E. F. Scheffler

The three races of the opening day showed that the course was adapted to very fast work, and with the big machines contesting for the national stock chassis trophy of 1910, it was assured that some of the most daring driving ever seen in the West would be witnessed today.

Edward A. Hearne was the hero of the race.

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WATERWAY MEETING IS TO BE HELD NEXT WEEK IN PROVIDENCE

City Officials Make Special
Preparations to Entertain
Upward of 1500 Delegates
Expected.

BEGINS WEDNESDAY

PROVIDENCE, R. I.—The city is putting on gala attire for the convention of the Atlantic Deep Waterways Association which is to begin Wednesday morning, Aug. 31, and continue through the rest of the week. Arrangements have been made for the reception and entertainment of 1500 officially appointed delegates, and it is expected that about 1000 others will come here from all parts of the Atlantic coast for the gathering.

For the past week practically all of the city's public officials and members of the convention have been busy getting everything in readiness for the convention, which will attract the attention of the entire seaboard from Maine to Florida, and from each state delegates appointed by the various governors will be in attendance.

The importance of the convention is indicated by the fact that Rhode Island has appropriated \$5000 and the city of Providence a like amount to defray its cost. Public subscriptions in Providence, Pawtucket and Newport have amounted to over \$15,000 additional. No expense will be spared to show true Rhode Island hospitality to the visitors from sister states of the East.

Aside from the business engagements and the addresses, which are expected to be most interesting to New England from the transportation point of view, the program contains a great variety of events. The delegates will find a bureau of information in a local hotel. A monster clambake, Rhode Island's chief offering in the way of novelty, a smoke and a trip by chartered steamer about Narragansett bay, form but a small part of the arrangements.

The steamer Warwick has chartered for the trip about the bay and the 1500 or more delegates, with local men to act as guides, will take in all the points of interest from Providence to Fall River and Newport. All of the yacht clubs along the shores have set aside that day for an illumination, and the fifth division of the Atlantic fleet of warships has been ordered here by the war department at Washington. These vessels will be illuminated, too.

Yacht races, open regattas, athletic contests of many kinds and other outdoor sports will form an important part in the entertainment. A monster street parade has been arranged, and the streets are already being draped in bunting and flags.

The city has authorized special structures to be erected for decorative purposes and handsome arches will span Dorrance street and other downtown streets. Exchange place, directly in front of the railroad station, will present a splendid sight with electrical and floral decorations. The decorating work has been going on for the past week, and it is estimated that fully

(Continued on Page Five, Column Two.)

GRANTS SWEEPING INJUNCTION UPON CLOAK STRIKERS

NEW YORK—"A labor union that orders a strike to enforce a demand for a closed shop violates the law."

This is the decision of Justice Goff of the supreme court, handed down today in the suit of the Cloak, Suit and Manufacturers Association against the International Garment Workers Union, and is the most sweeping anti-labor injunction ever rendered by a New York court.

Justice Goff issued an injunction restraining the strikers from interfering with the operation of the establishments of the members of the Employers Association and his decision is expected to go a long way toward compelling the cloak strikers to accept the compromise agreement arranged by their leaders.

The resumption of the cloakmakers' strike after an apparent settlement had been reached, was marked by one fatal, a picket shot through the arm, and numerous riots.

The renewal of the strike resulted from the strikers' rejection of their leaders' proposal to concede the open shop contention of the manufacturers. The agreement that had been reached allowed the open shop to be maintained, but manufacturers were to favor the unions in selecting hands and to urge their employees to join the union.

MR. ROOSEVELT A DELEGATE.
MINEOLA, L. I.—Col. Theodore Roosevelt will be chosen as a delegate from Nassau county to the Republican state convention. Republican leaders say here today. It is further proposed that the colonel head the delegation from Nassau.

KERMIT ROOSEVELT IN PARIS.

PARIS—Kermit Roosevelt today returned from a week's walking trip through parts of Asia Minor. Monday he starts on a trip in the Hungarian mountains.

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RANGER FACES THE CAMERAS.

The Mass. Nautical Training ship Ranger, which is on her way to Hampton Roads via Province town stopped off Hull at noon today, to allow some of the crew to photograph her.

Reason Given by the Board For Deferring Consideration

THE report of the majority of the railroad commissioners filed Aug. 22 contained this pithy statement: "... in the exercise of its discretion, further consideration of the application of the Boston & Eastern Electric Railroad Company for a certificate of exigency, so-called, should be suspended until the general court of 1911 shall have made known its opinions with respect to many important proposals relative to metropolitan improvements."

Among these board points to the proposed tunnel to connect the North and South stations and the electrification of railroads in the metropolitan district.

MR. MORGAN DOESN'T OWN RAILROAD BOARD, SAY COMMISSIONERS

Messrs. Bishop and White reported as thus replying to Editorial Attack in Curtis Guild's Paper.

DATE FOR HEARING

Next Tuesday Set for Listening to Boston & Eastern Road Petition for Reconsideration of Plea for Permit.

The railroad commissioners, George W. Bishop and Clinton White, today, according to the Boston Traveler, afternoon edition, in replying to an editorial attack on that body by Curtis Guild, Jr., in his paper the Commercial Bulletin and headed, "Does Our Railroad Commission Serve Mr. Morgan or Massachusetts?" said:

"The state board of railroad commissioners is not owned by Mr. Morgan and has no connection whatever with him."

Mr. Guild's article is prompted by the report made by the two members above mentioned Aug. 22, suspending further consideration of the Boston & Eastern electric railroad for a certificate of exigency until the next General Court shall act on certain transportation and other improvements now pending.

The commissioners today appointed next Tuesday afternoon at 2 o'clock as the date for a hearing to the promoters of the Boston & Eastern electric railway to give them opportunity to show cause why the commission should reopen at this time the question of granting a certificate of exigency to the railroad.

The commissioners' letter to Congressmen W. B. McKinley of the Republican campaign committee is in book form today and will be released Monday morning.

President Taft brought the prestige of his personal endorsement to a meeting held Friday at the home of Mrs. Robert S. Bradley of Pride's Crossing, on behalf of Hampton Institute. He addressed the gathering of trustees and friends of the institution briefly, speaking on the subject of negro education.

He said in part:

"I am not a millionaire and I have never had the feelings of one, but sometimes one's imagination takes life and you wonder what you would do if you had an income of \$5,000,000 or \$10,000,000 a year and had the ordinary feelings of a man who wishes to help his fellow men."

"It seems to me that one would like first to find those things to which he could be certain he might give his money and get a return of good to human kind, and in looking about I am very sure that he would not find a place in which he could for the benefit of human kind invest his money with more certainty of returns than in Hampton Institute."

"One hundred thousand dollars a year is the income on a certain number of millions and Hampton ought to have had those millions long ago in order that the head of the institution—and it is the same with Tuskegee as with Hampton—may not waste his life in raising the money but may devote his attention to the good which he can do in carrying on such a school and making it more efficient.

"Hampton has done more than merely solve the race question in the proper

(Continued on Page Four, Column Seven.)

COWBOYS WELCOME COLONEL ROOSEVELT TODAY AT CHEYENNE

CHEYENNE, Wyo.—This city today greeted Colonel Roosevelt who after a record-breaking whirl across the continent, during which he was accorded a continuous series of ovations, reached here this morning. This afternoon he will speak at Frontier park and will leave here for Denver Sunday night. Sunday afternoon he will take a horseback ride to Senator Warren's ranch and will visit other points of interest.

He was given a typical cowboy welcome. Crowds of horsemen with flapping sombreros, high-heeled boots and leather cuffs, many with huge Mexican saddles richly inlaid and trimmed with silver and with clicking spurs, cheered and banged their guns in old-time frontier style. Several Rough Riders who had served with Colonel Roosevelt in Cuba were in evidence.

The colonel shouted, "Hello, there, you boys," as he dashed down the street of his car, the hundreds of cowmen, who seemed to have stepped right out of a Frederick Remington painting, unloosed a wild yell and Colonel Roosevelt's day in Cheyenne was on.

He was officially met by a reception committee composed of state, federal and city officials, with a liberal sprinkling of cowboys, and unofficially by several hundreds of plainsmen who uttered a series of deafening yells to signify their intense joy that the Rough Rider was in their midst."

The reception committee escorted the guest of honor at once to a stand near the state capitol building, where he reviewed the largest and most spectacular parade in the history of Wyoming. Behind an advance guard of several score of mounted cowboys, 5000 United States troops, representing every branch of the army and headed by Brig.-Gen. Ralph W. Hoyt and his staff in full dress, came to "port" as they marched past the colonel. Two thousand cowboys and cowgirls, making the place hideous with their yells, followed. Several hundred Sioux Shoshone and Arapahoe Indians, decked in the gaudiest of their war paint, were next in line. The redmen were accompanied by their squaws, papooses and all the ponies they possessed, all arranged with a view of giving the colonel a glimpse of the past.

Several hundred members of local civic societies and the entire Cheyenne fire department brought up the rear. It

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DR. CRIPPEN AT LIVERPOOL.

LIVERPOOL—The steamer Megantic with Dr. H. H. Crippen and Miss Ethel Clare Levee aboard, docked here shortly after noon today, after an uneventful trip from Montreal.

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AERO MEET'S CONTEST BOARD WILL TAKE CHARGE MONDAY

Monday the contest committee of the Harvard-Boston aero meet will take formal charge of the preparations at the Squantum aviation field and from that date Greater Boston will have its first opportunity to see airmen in flight. The meet, according to all indications, will surpass any event of the kind held in the western hemisphere, and the promoters are certain that it will be the most notable aviation gathering yet held.

The contestants will bring practically every type of aeroplane that has risen from the ground, and the recent setting of new records of all kinds will cause them to fly their best here in order to insure the winning of the large prizes.

Arrangements are being made for motor boat transportation from Neponset bridge to special landing on the west side of the aviation field with a service of 20 boats.

Hiram Percy Maxim, inventor of the noiseless gun, has wired from Hartford accepting the invitation of the committee to assist at the meet. Mr. Maxim is president of the Hartford Aero Club.

Cromwell Dixon has constructed an entirely new framework to receive his balloon, which is expected today.

Offered and to win the extra money offered for establishing world records in every event. Altogether some \$50,000 is offered.

Prof. Herbert C. Sadler of the University of Michigan presented credentials at headquarters today as a representative of the Aero Club of Mich-

igan. The Aero Club of St. Louis wired

Manager Adams D. Claffin asking the privilege of entering a local aviator with his aeroplane in the amateur contest and also for full details to be forwarded by wire.

Secretary E. Percy Noel of the Aero Club of St. Louis will act as special correspondent of the St. Louis Globe-Democrat at the meet.

Ernest B. Lincoln of Natick has built a tandem biplane known as the Lincoln-Bailey with which he will compete at the meet. Carl A. Sylvester of the contest committee inspected the machine Friday and describes it as consisting of four planes, that is, two sets of planes.

Two propellers that revolve just in front of the center of the craft are driven by a four-cylinder two-cycle engine of 30 horsepower designed by Mr. Lincoln and weighing less than 90 pounds. Mr. Lincoln contemplates flying his aeroplane from Natick to the aviation field next Wednesday.

William M. Hilliard with his Burgess-Curtiss biplane will be on the aviation field next Tuesday. He has installed a new eight-cylinder motor.

Members of the contest committee will transfer their headquarters from Washington to the judges' booth at the Squantum field on Monday and will hold executive sessions daily until the close of the meet from 10 to 12 noon.

If conditions permit today, J. Walter

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News of the World Told by Cable and Correspondence

RUSSO-BRITISH RIVALRY RESPONSIBLE FOR CHINA'S SUPERIORITY IN TIBET

LONDON—Reference has already been made in these columns to the article by Sir Francis Younghusband in the Times on the relations of Great Britain, China and Tibet, in which the writer pointed out how little by little, the Chinese had insinuated themselves between the British and Tibetans. In a second article in the same paper Sir Francis shows how it was in a large measure due to the old-time rivalry of Great Britain and Russia that the way was left open for the Chinese to gain such preponderance in Tibet. It was, for instance, owing to Russian pressure that Great Britain consented to forego the advantage of the location of a British representative at Lhasa; Russian influence again was responsible for the refusal to the British of certain mining, commercial and railway concessions. Russia, in her protest with regard to the British mission to Tibet, stated that she was interested in the integrity of China at the time, too, when she had made Manchuria practically a Russian province, and had received and made much of a mission from the Dalai Lama to St. Petersburg, in such a way that she gave the Tibetans the impression, possibly unintentionally, that they could count on Russian support in opposing the British.

Great Britain, on the other hand, had been extending the borders of her Indian empire, and the Russians were not unnaturally anxious lest the British might annex Tibet, or at any rate declare a protectorate over it, as in the case of Afghanistan. Russia, though not a neighbor of Tibet, has many thousands of Russian subjects owning spiritual allegiance to the Dalai Lama, whom it was therefore essential to keep from any imminent influence. Meanwhile, when Russia and Great Britain were checkmating one another to their mutual disadvantage, China, in the position of a taurian gaudens, had a free hand, and made good use of it. It should be remembered that the warlike Mongols

are under the spiritual domination of the Dalai Lama, and the Chinese have every reason to make sure that the latter shall be under their political control.

At the present time, Russia and Great Britain are doing nothing, and the position is sufficiently absurd. Much has changed of late in the relations of the two great Asiatic powers, and with the Anglo-Russian agreement, why, asks Sir Francis, should its operation not be extended to Tibet? It is thus that he recommends that each of the two powers should allow the other to send reliable travelers, traders, or agents into Tibet, and that both Russians and British should have agents at Lhasa, working together there as they are now doing at Kashgar. Such men could establish friendly relations with the Tibetans and prevent trouble arising; such consular agents exist in all other parts of the Chinese empire, and it is time that they were established in Tibet, and that the existing isolation of that country should cease. There is every reason to believe that the Tibetans will not oppose such an arrangement; the British and Russians should know how to deal in concert with the Chinese.

JAPAN PLANS WIPING OUT OF KINGDOM OF KOREA MONDAY NEXT

NEW YORK—The Herald in a dispatch from Peking says: The last act of Korea's independent existence is, according to the Chinese government's advances, to take place Aug. 29, arrangements being ready for the formal annexation on that date.

Since the appointment of the minister of war, Lieutenant General Viscount Terauchi, as resident general at Seoul several weeks ago, Japanese troops have been pouring into the peninsula, which presents the aspect of an armed camp. Censorship of Japanese as well as Korean newspapers of the strictest kind prevails and they are not permitted to discuss impending developments.

The program compels the Emperor of Korea to request the Emperor of Japan to take over the country, this farcical request having been carefully formulated by the Tokio authorities. Japan will pension the Emperor.

By the formal annexation of the "Hermit Kingdom" Japan has at last grasped the rich prize toward which all her efforts have been directed for 20 years, to gain which she fought China and the empire of the Czar. When Japan first cast covetous eyes on Korea—valuable on account of its intrinsic mineral wealth, but still more on account of its strategic position on the mainland of Asia—China was regarded as possessing suzerainty over that kingdom. Japan soon found a pretext for alleging that China was causing an unfriendly feeling in Korea against the Mikado's government. As a result of the war China lost all right of interference in the affairs of Korea. But the exit of China proved to be merely the entry of Russia on the stage.

Matters came to a head toward the close of the year 1903. Japan demanded that Russia withdraw her troops from Manchuria. Russia declined and long negotiations followed, in the course of which Japan offered to efface herself entirely in Manchuria if Russia would do the same in Korea. The result was the Russo-Japanese war, by the settlement of which Japan secured paramount rights in Korea, where since 1905 she has been ruthlessly breaking down national feeling and asserting control over the country.

The one paramount issue, he declared, before the Liberal party at the present moment, was the question of the veto, and the government were determined, he said, that that should take precedence over everything else. He was not himself, he went on to say, yet convinced that the women of the country really wanted the vote, and until it could be proved that the women of the country really did desire the vote, there were other questions more pressing which the government would be compelled to give precedence to.

LONDON—An interesting naval, mercantile marine, and general engineering and machinery exhibition will be opened on Sept. 1 at Olympia. Those visiting this exhibition will see a number of the latest inventions made in connection with the various branches of engineering. The Marquis of Grahame has promised to open the exhibition which will remain open until Sept. 26.

DR. JOHNSON'S STATUE IN LONDON



(Photos specially taken for The Monitor.)
ST. CLEMENT DANES, STRAND, LONDON.

DR. JOHNSON'S STATUE.

LONDON—The church of St. Clement Danes in the Strand is one of the few surviving landmarks of old London which have not been swept away by the ruthless hand of progress. Situated as it is on the high road from the city to Westminster, all public processions have passed beside this building from the days of the Plantagenets down to the present time. The old church of St. Clement Danes, which was said to date back to the eleventh century, was taken down in 1680 and the present church built on the same site under the direction of Sir Christopher Wren. The tower and steeple with its musical peal of bells was added in 1719.

This beautiful white church, standing in its own little corner of land, forms an island of peace in the midst of the roaring and surging traffic of the Strand. No better site could have been chosen for the erection of a statue to Dr. Johnson, for it was in this church that he used to worship; and while the fact has been commemorated inside the building by a bronze tablet let into the back of the seat which he habitually used above the pulpit, in the north gallery, there has hitherto been nothing to show the man in the street that St. Clement Danes is the church which the great lexicographer frequented for so

many years. The inscription over the pew runs as follows:

"In this pew and beside this pillar, for many years attended divine service the celebrated Dr. Samuel Johnson, the philosopher, the poet, the great lexicographer, the profound moralist and chief writer of his time. Born 1709, died 1784. In the remembrance and honor of noble faculties, nobly employed, some inhabitants of the parish of St. Clement Danes have placed this slight memorial, A. D. 1851."

Sunday after Sunday the doctor would be seen in his accustomed place, sometimes finding fault with the sermon, more often pleased with it. Here it was, one Good Friday, that he met his fellow colleague Oliver Edwards, after an interval of 40 years, during which neither had seen the other. This interview is mentioned by Boswell as "one of the most curious incidents in Johnson's life," possibly because for once the sage was unable to monopolize the conversation. Edwards was not at all impressed by the grandeur of his former friend, and being a bit of a talker himself he produced at least two speeches as worthy of record as any of the doctors. Having found out that the Great One never ate supper, Edwards remarked, "For my part, now, I consider supper as a turnpike through which one must pass in order to go to bed." And the other: "You are a philosopher, Dr. John-

son. I have tried, too, in my time to be a philosopher; but I don't know how; cheerfulness was always breaking in."

The statue which is dedicated to the memory of the great lexicographer is the work of Mr. Percy Fitzgerald and was presented by him to the former rector of St. Clement Danes, the Rev. J. H. S. Pennington. It represents the doctor dressed in the costume of his period, with one book in his hand, and others strewn on the ground at his feet where there is also an inkstand with an upright quill. The figure is of bronze, standing on a black granite pedestal, six feet high, just beyond the eastern end of the church, and facing Fleet street and his favorite haunts, where the sage was wont to roll along arm in arm with his faithful satellite, stepping carefully in the exact center of each paving-stone, or touching every post as he went.

We know that Dr. Johnson affected to think but lightly of sculpture, saying that its value was in proportion to its difficulty, not to its effect, and remarking by way of illustration that no one would value the finest head cut out of a carrot. We know also that forbear to quote) the drastic treatment which he recommended for the statue of the Venus Medici; yet we cannot doubt that the worthy man would have been pleased and flattered by the noble presentation of his somewhat homely features which after a certain amount of unavoidable delay has been at last unveiled.

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Another academies have as their raison d'être an aim which can be furthered equally well abroad as at home. That is why we welcome foreign members, but with France it is not at all the same thing.

**NATIVES PROTEST
AGAINST REMOVAL
OF HEADQUARTERS**

(Special to The Monitor.)
PIETERMARITZBURG, Natal.—The under-secretary for native affairs, A. J. Sheppstone, completed recently a tour through the native districts, which he undertook largely for the purpose of explaining the changes which would occur as the result of the union of South Africa. It is reported that the natives of Natal and Zululand were much displeased when they learned that the Union government had decided to remove Mr. Sheppstone's headquarters from Maritzburg to Pretoria. The natives look upon Mr. Sheppstone as their "father." They have despatched a delegation consisting of three members of the native council to Pretoria, where they are to see the minister for native affairs, Mr. Burton, and discuss the question of Mr. Sheppstone's future headquarters.

SURPRISED AT SPANISH STRIKE.
SEBASTIAN, Spain.—The government is astonished by the proclamation of a general strike throughout Spain by the workmen's federation Friday, because it is framing a law reducing the hours of labor for miners which, it was believed, would satisfy the striking miners.

BRAZILIAN GOVERNMENT OWNS AND OPERATES 2000 MILES OF RAILWAY LINES

(Special to The Monitor.)
RIO DE JANEIRO—Brazil's system of railroads at the close of the year 1909 totalled approximately 12,000 miles of line in operation of which some 366 miles were constructed during the year. Of the total mileage about 2000 miles were owned and operated by the federal government, while nearly twice that mileage was owned nationally but operated under lease from the government. The lines operated under concessions, but the concessionaires of which are guaranteed both their principal and interest by the government, amounted to about 1200 miles, the same mileage being operated under government guarantee of merely the interest on the investment. Somewhat less than 4000 miles constituted the extent of state ownership. The work of extending both governmentally and privately owned lines is proceeding with vigor.

Of late the tendency has been to construct railways north and south along interior connection between the various systems that center at the ports of Pernambuco, Bahia, Rio de Janeiro, São Paulo and Santos and Rio del Grande do Sul. Longitudinal construction is to be continued so that eventually the lines of this republic will have connection with the frontier of Uruguay.

The construction by the Brazilian government of the Madeira-Mamore line connecting the two rivers is being pushed forward with despatch. This is to pass around the falls which hitherto have made direct communication between Bolivia and the Atlantic ocean impossible. More than 100 miles of this trade thoroughfare had been completed at the end of 1909.

The government has authorized the taking over of the Ceara system of railroads from the South American Railway Construction Company, on lease, and the construction of extensions and branches. A contract has also been entered into by the government with the Great Western Limited for the extension of a number of its lines, the work on which will shortly be under way. A number of other railroad activities have been authorized, including the extension of the Leopoldina railway lines into this city. Within two years this company is to complete its line to Victoria, to the northward, putting on a sleeping car and dining car service.

LAND SETTLEMENT WILL BE EASIER

SYDNEY, N. S. W.—According to the provisions of a government bill that has been passed by Parliament, the conditions of settlement on crown land are likely to be made considerably easier. The bill provides that the conversion of homestead and settlement leases into freeholds shall be on the original capital values, in addition to which other reforms are included which will do much to simplify the question of land settlement.

FITCHBURG

TO

BOSTON

Round Trip 25 Cents

This is the cost of a Two-Minute Telephone Talk between these points.

By sending your voice to Fitchburg you virtually carry yourself there.

Test the advantage of the telephone "hot line." Try it today from your own telephone.

NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY.

The Famous Murillo Masterpiece of Christ Healing the Paralytic,

"Wilt Thou Be Made Whole?"

Printed in ink from steel plates in the highest grade of photographic film on plate paper, \$2.50. Size of subject, 21 inches deep by 14½ inches wide. Mailed free on receipt of remittance. U.S.A. BROS., 19 Cooper Street, New York, Eng.

W. H. Field, Esq., R. A.—"To any artist the sight of your splendid Murillo can never be forgotten, and certainly never equalled within my knowledge. Such a grand work should be public property."

HUNTER HARDWARE
Sixty Summer Street
ANGLERS!

CALL ON US
for everything in the line of fishing tackle and anglers' supplies. For a high-grade rod at a low price we recommend "The Hunter" split bamboo rod.

J. B. HUNTER & CO.
60 SUMMER STREET, BOSTON.

Chinese
Ginger
In stone pots in
various sizes. Super-
ior quality Cam-
phor Chow Chow,
Prunes, Glue and
other Oriental delicacies. Metal
The Monitor.
WALTER M. HATCH & CO.
65 East 25 Summer St.

Lending Library W.B.Clarke Co
A clean cover
on every book.
26 & 28 Tremont St.

Leading Events in Athletic World Elgin Auto Race Today

CANADIAN SWIMMERS ARE SENSATION OF OUTDOOR SEASON

Have Made Wonderful Progress During the Past Year and Threaten to Take American Titles.

LOOK TO DANIELS

The outdoor swimming season of 1910 will go down in history as one of great reversals and unexpected surprises. The defeat of Handy by the 17-year-old McGillivray, at the former's own game, distance swimming; the victory of the veteran Trubelbach at 70 yards over the best swimmers of the East; the sudden ascension to world supremacy of the youthful Hehner in back stroke swimming and of McDermott at the breast stroke all created a stir. But a real sensation was caused by the totally unforeseen defeat of America's leading representatives in some of the races for the Canadian titles.

George South of the New York A. C. is second only to Daniels as a 50-yard swimmer, and among the best 100-yard men in the country, yet he could do no better than tie with Gordon in former event and was beaten decisively in latter. L. B. Goodwin is Daniels' closest rival at the quarter-mile, and he was led home by 40 yards at this distance by 16-year-old George Hodgson of the Montreal A. C. in the fine time of 5m 59.2-ss. The American record, made by Daniels under more favorable conditions, stands at 5m 54.1-ss.

Just as these two begin to startle the aquatic fraternity by their speed the announcement comes from Daniels that he will probably have to retire permanently from the competitive field because of business pressure. This may mean Canada will win several American titles shortly, particularly as Stanley King, of the Montreal S. C. and George Wilson, appear to be developing quite as rapidly as Hodgson and Johnston.

Goodwin frankly admits that he met his superior in Hodgson and he adds that he believes the youngster will have Daniels' records before the end of another season unless the latter bests himself. He also believes that Johnston is better than 60s. for the 100 indoors, and it looks as if Canada would have to be reckoned with in all future American meets.

Americans are seeking in vain for the cause of the sudden improvement. The explanation of it may possibly be found in the presence at the Montreal A. A. of Norman Cox, one of Australia's best swimming coaches and a close student of the crawl stroke. Cox is not officially in charge of the club's swimmers, but he gives them a helping hand and it is a curious coincidence that he predicted Hodgson's victory.

It is to be hoped that the improvement across the border will serve to arouse interest in this country and bring about a much needed boom, besides showing Daniels the urgency of his coming to the rescue.

NATIONAL TEAMS MAY MAKE TRADE

CINCINNATI, O.—It was learned today from an authoritative source that a deal will probably be made between Brooklyn and Cincinnati within a few days by which Lober and Mitchell will go to Brooklyn in exchange for Lennox and Burch.

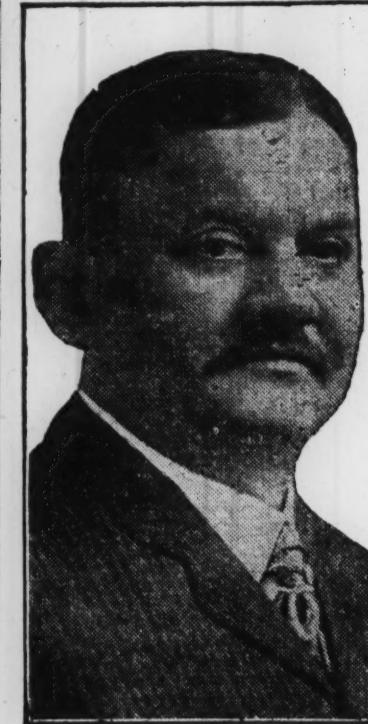
Griffith has not been satisfied with Lober and needs a third baseman. Lennox is said to be dissatisfied in Brooklyn. Burch will fill in with Cincinnati as a good utility man. Griffith being satisfied with McCabe's work in right field.

The men will not go to their new teams until next season.

Boston National Averages.

	G.	A.	R.	H.	SH.	SB.	2B.	3B.	HR.	PC.	PO.	A.	E.	PC.
Graham, c....	95	204	30	78	5	12	2	2	295	117	16	962	10	1000
Brown, c....	116	242	45	125	9	22	6	7	287	312	29	10	970	10
Miller, c....	99	227	37	13	11	16	3	3	278	152	8	8	952	10
Smith, c....	59	113	5	30	5	16	2	1	201	157	15	10	952	10
Shurpe, b....	88	335	22	87	12	4	10	2	258	873	62	11	988	10
Swindell (util.)	113	373	28	94	15	13	12	1	252	316	252	53	914	10
Horzeg, 3b....	86	300	38	74	17	13	17	2	247	258	74	135	22	994
Collins, f....	114	423	46	101	22	3	9	4	230	258	15	7	975	10
Frost, f....	386	36	89	12	7	9	2	2	206	364	7	37	946	10
Getz (utility)	33	22	27	10	1	1	1	1	207	170	52	1	982	10
Raskins, c....	42	110	10	32	1	1	1	1	191	67	31	1	982	10
Forde, c....	1	21	47	6	9	2	3	1	188	9	1	1	1000	10
Curtis, p....	16	16	1	3	1	1	1	1	134	10	8	1	996	10
Mattern, p....	34	67	3	9	2	1	1	1	121	11	55	3	947	10
De Moines, 10, T....	90	74	5	9	8	2	1	1	115	7	5	7	899	10
Burke, p....	12	13	3	1	1	1	1	1	97	4	3	1	928	10
Evans, p....	12	11	1	1	1	1	1	1	100	0	0	0	1000	10
Riley, p....	1	1	1	1	1	1	1	1	0.000	3	1	2	600	10
Totals.....	110	3388	328	880	134	89	114	24	23	247	2920	1572	221	963

One of the Promoters of the American and National Nine Trip



AUGUST HERMANN.
Chairman National baseball commission.

MINOR LEAGUES

	Won.	Lost.	Per cent.
New Bedford	66	42	.59
Lynn	62	46	.574
Worcester	59	53	.551
Fair River	56	48	.533
Fair Haven	54	48	.527
Lawrence	47	59	.443
Brockton	42	61	.408
Haverhill	30	70	.340
Total.....	533	533	.500

GAMES FRIDAY.
Lowell 3, Lynn 2.
Worcester 4, Haverhill 0.
New Bedford-Brockton, postponed.
Fair River-Lawrence, postponed.

GAMES TODAY.
Lawrence at Fall River.
Lynn at Lowell.
Worcester at Haverhill.
Brockton at New Bedford.

EASTERN LEAGUE

Jersey City 6, Toronto 3.
Newark 5, Boston 4.
Providence 2, Rochester 1.
Buffalo 1, Baltimore 0.

SOUTHERN LEAGUE

Nashville 4, New Orleans 1.
Birmingham 7, Chattanooga 3.
Montgomery 8, Atlanta 1.
Memphis 4, Mobile 4.

AMERICAN ASSOCIATION

Columbus 3, Minneapolis 2.
Kansas City 4, Toledo 2.
Milwaukee 5, Louisville 1.
St. Paul 7, Indianapolis 2.

SOUTH ATLANTIC LEAGUE

Columbia 4, Augusta 1.
Savannah 3, Jacksonville 1.
Macon 3, Columbus 1.
Macon 2, Columbus 0.

TRI-STATE LEAGUE

Lancaster 9, Harrisburg 4.
Reading 6, Altoona 3.
York 3, Williamsport 8.
Trenton 13, Johnstown 8.

CONNECTICUT LEAGUE

New Haven 8, Holyoke 3.
Northampton 8, Bridgeport 7.
Northampton 4, Bridgeport 5.
Hartford 6, Springfield 5.

WESTERN LEAGUE

Waco 10, Houston 9.
Houston 9, Waco 1.
San Antonio 3, Galveston 1.
Fort Worth 8, Shreveport 2.
Dallas 4, Oklahoma City 0.

TEXAS LEAGUE

Waco 10, Houston 9.

COTTON STATES LEAGUE

Jackson 9, Hattiesburg 3.
Greenwood 8, Yazoo City 2.

ANNUAL REGATTA OF N. Y. A. C. ON NEW YORK

NEW YORK—The New York Athletic Club will hold its annual club regatta this afternoon at Travers Island. The program will consist of about half a dozen events, the most interesting to be the single sculls handicap. Durando Miller, the club's champion, will be the scratch man, and he will allow liberal starts to such men as Kusche, Mann and Krapp. In addition to the rowing events there will be a handicap diving contest between club members.

HUNTER BROTHERS WIN CUP.

CHICAGO—In the final round for the Lake County cup Robert and Paul Hunter of Midlothian defeated their clubmates, Kenneth P. Edwards and Edward Sawyer, by 2 up and 1 to play, 1 up.

DIXIE II. FINISHES ALONE.

ALEXANDRIA BAY, N.Y.—The Dixie II. won the second race of the international match being held here. The Dixie II. and Flaming Arrow were the only boats starting as the English boats Pioneer and Zigerella were disabled. The Arrow withdrew at the end of the third mile and the Dixie finished the 30-mile course alone in 50m. 20.2-5s.

HARVARD-BOSTON AERO MEET

(Auspices Harvard Aeromautical Society)

Harvard Aviation Field, Atlantic, Mass.

\$50,000 IN CASH PRIZES

Including cash prizes and valuable trophies for amateurs.

BOSTON GLOBE \$10,000 PRIZE

for best time on Boston Light course.

Admission \$1.00

Prizes now on sale for

grand-prize, boxed automobile spaces at 27 State St., Room 4 (ground floor), Herrick's Concourse, Auditorium House, Wright & Dutton and headquarters, 164 Washington Street.

Take express train from South Station to Atlantic Avenue, or Boston Elevated cars to Neponset Street, Bridge.

Daily exhibitions by Dixie in

Wright & Dutton and S. F. Perkins, who will be

1000 kites, including 18-ft. man-lifters.

A. SMITH AGAIN WINS OPEN TITLE

J. J. McDermott Finishes Second to Title Holder in Metropolitan Championship Tournament.

NEW YORK—In a brilliant finish and after being hard pressed all the way, Alex Smith of the Wykagyl successfully defended his title of Metropolitan open champion on the links of the Deal Golf and Country Club Friday, with a score of 301 for 72 holes. This was two strokes better than J. J. McDermott from Merchantville, who got second place.

Most of the other favorites finished within the prize list, the order of the first eight being as follows: Alex Smith, \$150 and a gold medal; J. J. McDermott, \$100; H. Barker, \$75; Gilbert Nichols, \$50; Isaac Mackie, \$40; Fred McLeod and James Thompson, \$25 each; George Sargent, \$10; Score:

Alex Smith, Wykagyl.....153 73 75 .301

J. J. McDermott, Merchant-

ville.....153 75 75 .301

H. Barker, Garden City.....153 80 76 .306

Gilbert Nichols, Wilming-

ton.....153 78 77 .310

Isaac Mackie, Fox Hills.....153 81 77 .311

Fred McLeod, Merchant-

ville.....153 79 78 .312

OPPOSITION GROWING TO VAHEY CANDIDACY AMONG DEMOCRATS

(Continued from Page One.)

Opposition to the renomination of Ernest W. Roberts of Chelsea, congressman from the seventh Massachusetts congressional district has developed in the candidacy of the Rev. W. Lathrop Meeker of Revere, who has resigned the pastorate of his church in that town to enter into the contest in the Republican primaries.

The Rev. Mr. Meeker is perfecting an organization. Former Alderman Edwin T. Clark of Melrose has been made permanent chairman of the campaign committee, with Ernest E. Brazier of Revere as secretary. Members of the central committee thus far selected include Alderman Frederick W. Calkins and John C. Zaapay of Melrose, A. W. Reese of Saugus, Charles Lindsey of Wakefield, E. Victor Fernstrom and Walter S. Athens of Malden. The members from Nahant, Everett, Stoneham, Lynn and Chelsea are to be selected at a subsequent meeting.

The annual outing of the Everett Republican organization will take place this evening at Nahant, when more than 200 Everett Republicans, together with a delegation of about 30 Melrose Republicans, will be present. The expected speakers include Senator Lodge, Governor Draper, Lieutenant-Governor Frothingham, Congressman Roberts, Councilor Walter S. Glidden of Somerville, State Senator Wilmet R. Evans, Jr., of Everett, and the candidates for representative from Everett.

James H. Doyle of ward 19, Boston, today announced that he is a candidate for the Democratic nomination for Congress in the eleventh district, represented at present by Congressman Andrew J. Peters. Mr. Doyle has already taken out his nomination papers.

W. J. Dooley of ward 20, Boston, today took out nomination papers for the Democratic senatorial nomination in the eighth Suffolk district.

The Republican Club of ward 24, this city, is planning to hold its tenth annual outing at Quantum Inn, Atlantic, Sept. 10. A committee of three, consisting of Herbert W. Burr, James A. Hart, and William C. Hawkes, is in charge of the arrangements. Among those invited are Senator Henry Cabot Lodge, Gov. Eben S. Draper, Lieut.-Gov. Louis A. Frothingham and the Hon. Herbert Parker.

William B. Willcutt of Dorchester announces that he intends to be a candidate for the Republican nomination for Congress in the tenth district, now represented by Congressman O'Connell. J. Mitchel Galvin, the Republican nominee two years ago, is the only other active candidate in the field.

FEWER CHELSEA DELEGATES.

It comes as a great surprise to the Republicans of Chelsea that their representation at the different conventions this fall has been reduced to 13 delegates. They sent 21 the year preceding the fire. This is due, of course, partly to the fact that many Republicans who moved to other cities and towns have now been registered in their new homes, but it is considered that the great factor in this large reduction is the result of the vote at the last election, when so many of the ordinarily Republican members of the labor unions voted for the Democratic candidate for Governor.

**FINAL 1915 MEET
ENTRIES GATHER
EARLY AT TRACK**

The 500 individual boys who make up the 843 contestants in the events of the final Boston-1915 track meet this afternoon at Wood Island began gathering there, during the morning. Shortly after noon several hundred were on hand ready for the athletic rivalries, which did not begin until 2:30 o'clock.

The officials of the meet are: Referee, James B. Connolly; judges at finish, Arthur L. Duffy, George Brown, Richard Walsh, Frederick Brown, Joseph Cough and James Robinson; timers, W. F. Donovan, Harold Brusoe, Dr. Risegari, John J. Mack and William Prout; field judges, W. W. Coe, Jr., Francis Connally, Henry McCarthy, Duncan Demar, Dennis Haggerty, John J. Maloney, William J. Barter, George H. Burke, C. F. Leahy, John J. Norton, Charles W. O'Keefe and Thomas E. Winston; clerk of course, Leo H. Leary; assistant clerk of course, Thomas F. Conick and Arthur F. Gould; chief inspector, Jerome MacDonald; directors, George C. Brigham, Clarence Fitzpatrick, Joseph A. Donovan, Thomas Callahan, John C. Meyer, Edwin Hynes, Frank Ford, James Hurley, Mitchell Freeman, Joseph A. Reddy, J. P. McNamara, Edward Fallon and Paul Coleman; starter, Hugh C. McGrath; announcer, John J. Hallahan; scorer, Herbert Woodcock; chief marshall, Charles H. Reardon; custodian of prizes, Frank S. Mason.

**BOWLING GREEN
CLUB WILL OPEN**

Mayor Fitzgerald or President Walter Ballantine of the council will open the new green of the Boston Bowling Green Club at Franklin field next Saturday. The New Jersey Bowling Club has accepted an invitation to be on hand with several rinks to play here.

The committee in charge of the opening are: Press, H. F. Parsons; reception, H. R. Kenyon, C. E. Putnam, E. S. Rollins and E. H. Bell; banquet, Charles Munro, J. T. Paul, J. A. Pettigrew, A. R. Clarke and A. C. Hill.

BOSTON & EASTERN ROAD HEARING NEXT TUESDAY BY BOARD

(Continued from Page One.)

"I do not care to enter into any newspaper controversy; I have nothing to say," said Commissioner Clinton White this noon in answer to a request for a statement in reply to the attack.

George W. Bishop, the other commissioner who signed the majority report, also declined to comment on the article.

Mr. White said he had nothing further to add to a statement made late Friday evening when he was first informed of the attack made on the board. He then said:

"I don't think it becoming in members of a semijudicial board to make statements on a matter of this kind, but I will say that the board is to decide tomorrow on the date for a hearing that is to be granted representatives of the Boston & Eastern road at which they are to state questions of law in support of their petition for reopening of the cause."

As to the charge that the railroad commission is acting with a view to protecting the Morgan roads from competition, it is not true, but, as I said, I am averse to discussing a charge like that in an official way."

Mr. Guild today said that he had no further comment to make on the action of the commission than was made in his editorial. He thought that that covered the ground thoroughly. Mr. Guild spent most of the day making preparations for departure for Mexico Monday.

Interviews with prominent business men of Salem indicate strong sentiment favorable to the Boston & Eastern railroad.

William S. Felton, a real estate dealer, and former president of the Salem Board of Trade, said:

"I think the sentiment of Salem very generally is that the Boston & Eastern will be an important addition to the transportation facilities of this city, and that permission to build the road should be granted. The policy of continually referring and investigating discourages capital and checks enterprise." He also thought that the action of the commissioners after the legislation of last year was beraking faith with the petitioners of this road."

Col. John E. Spencer, a prominent business man of Salem, declares himself strongly for the road and thinks that the majority of the railroad commissioners stultify themselves in refusing the permit now.

William S. Cass of Cass & Daly, shoe manufacturers of Salem, said that he was decidedly in favor of the road, as were all the people in the Boston district where he does business. He further added that the railroad commissioners had been false to their trust.

Harry B. Gifford, president of the Salem Board of aldermen, also connected with the Five Cents Savings Bank said:

"I am thoroughly in favor of the road. I think the action of the commissioners after their former decision is outrageous and ridiculous."

Archibald T. Stanton, a representative Lynn business man, says that every fair-minded business man in Lynn should believe in the Boston & Eastern proposition.

"We need more rapid transit to Boston and Lynn is now sufficiently large and her mercantile industries are sufficiently developed as to hold her own with Boston or any other city in the state," he said.

Lynn is a big manufacturing city, and it must be easy and convenient for the people working in the Lynn factories to get in and out of the city quickly.

A road such as the Boston & Eastern

proposes to build would be very practical and modern in every way. All that the railroad promises is not only possible but practical, and in keeping with what has been done in the West where similar rapid transits at high speed and at low fares are in existence.

"I believe that the Boston & Eastern

will do more for the development of Essex county in the building line than any other thing that I could possibly imagine. Acres and acres of desirable land in the outskirts of the city and scattered throughout Essex county through which the line will run would be quickly built upon with the establishment of such a line."

The transportation facilities between Lynn and Boston and in fact throughout the county have been unsatisfactory for years. The street cars are too slow, and it requires 40 minutes to make the run between Lynn and Boston on the Revere Beach line. It is impossible to keep the through trains on the Boston & Maine from dust and cinders, and it is not a pleasant way to travel for people who are dressed for special occasions."

Members of the Boston Chamber of Commerce are of the opinion that the decision of the railroad commissioners puts new phase on the Boston & Eastern railway situation and they are reluctant to discuss that situation which they say will have to be handled by the public utilities committee of the chamber.

The attitude of the public utilities committee of the chamber upon the question of the Boston & Eastern railway tunneling the harbor is already on record, having been made the subject of a report made by the committee to the chamber on July 7. This attitude of the committee is that, prima facie, the new road ought to use the East Boston tunnel in conjunction with the Boston Elevated Railway Company, as now the tunnel is not used to anywhere near its full capacity; that it is large enough to accommodate such cars as are used at present on the Boston, Revere Beach & Lynn railroad, and there would seem to be no reason why the projected

road could not use it as well; that the question whether it is practicable for them to use that tunnel with the elevated ought to be determined by the railroad commission, and if it is practicable to use the present East Boston tunnel they should do so and the railroad commission should not issue a certificate of necessity for the new tunnel, as that would mean an enormous waste, the expense of which would have to be borne ultimately by the community; that the expense of constructing a loop in conjunction with the East Boston tunnel would be comparatively light.

The railroad commissioners have never apparently attempted to decide the use of the East Boston tunnel as far as appears from their decision.

The report of the public utilities com-

mittee to the Chamber of Commerce on July 7 last contained an expression to the effect "that unless size and present arrangements as to the use of the existing East Boston tunnel are such as to make impracticable the use of that tunnel by the projected Boston & Eastern railway," the company should not be given permission to construct a separate tunnel, but should be required to use the present East Boston tunnel in conjunction with the Elevated railway, "since the building of an unnecessary tunnel would involve an enormous waste which must eventually be borne by the public."

Mr. Guild said:

In 1906 the telephones and telegraphs were put under the control of a Massachusetts state commission to be regulated in the interest of the public. They have been so regulated. This very week a sweeping recommendation of better service at lower cost has been handed down by the commission in question. The monopoly affected, it should be said in justice, has, ever since it was placed under government control, shown a disposition to comply with the demands of the public and accepted in good faith modern corporation conditions.

Especially glaring contrast to the action of the highway commission in

guarding the interests of the public is the recent action of the railroad commission. For over a year the railroad commission has been steadily declining in public respect. Its attitude on the milk question was questionable. Its failure to act radically and instantly where it has full power, in the matter of higher express rates caused by the express merger of last spring, was worse, its action of this week out-Heroed Herod.

The railroad commission in high

half of the enterprises controlled by J. Pierpont Morgan and his friends has actually taken advantage of a technicality of law to reverse the deliberate action of the Legislature and the signature of a Governor.

New York's suburbs and traffic have

alike been enormously developed by

swift electric systems running under

New York harbor. A similar develop-

ment of Boston's northern suburbs by

a new tunnel, under Boston harbor, con-

veying passengers from the center of

Lynn to Post Office square in 14 min-

utes and opening up all the back blocks

of Essex county, has been demanded by

an overwhelming vote in the Legisla-

ture, indorsed by the Governor; but this

was refused by a majority of the rail-

road commission.

The only opposition to the plan came

from the Morgan steam railroad monop-

oly or the street lines allied with it.

The new company came before this

Legislature and asked that their ap-

peal for a charter should no longer be

postponed. The Morgan combine fought

the bill at every step and in every way.

The committee on metropolitan affairs

unanimously reported in favor of per-

mitting this new electric line, the Boston & Eastern, to build its tunnel and road

now. They turned down the appeal for

delay by a unanimous vote. The opposi-

tion in the House to the new road was

so slight that the measure was passed without even a roll call. In the

Senate also the efforts of the monopoly

that is crippling New England were

whipped overwhelmingly. The vote

against postponement being two to one.

Yet Chairman Hall is the only mem-

ber of the board brave enough to face

the man whom Mr. Lincoln Steffens

calls "The Boss of the United States"

and to refuse to recede one inch from the

board's own deliberate ruling two years

ago because that ruling happens now to

be opposed to the Morgan mandate.

The progressives are emphatically in

favor of taking a real step forward

about direct primaries, substantially on

the lines of Governor Hughes' proposi-

tion, but this is not the main issue.

The main issue is that we stand

against bosses, big or little, and in fa-

vor of genuine popular rule, not only at

the elections, but within the party or-

ganization, and above all that our war

is, needless against every species of cor-

ruption, big and little, and against the

alliance between corrupt business and

corrupt politics, as to which it has been

found that, too often in the past, the

boss system has offered a peculiarly ef-

ficient and objectionable means of com-

munication.

"We are against the domination of

the party and the public by special in-

terests, whether these special interests,

are political, business or a compound

of the two."

At Omaha Archie Roosevelt joined his

father in the party and his actions had been

well known to all. They had first-hand knowledge of the

fact, it is said here, that Mr. Taft had

done none of the underhand things that

were charged against him.

**OLD GUARD LEADERS SHOW
DESIRE TO HUSH THINGS UP**

NEW YORK.—"I would suggest that

Mr. Woodruff again read President

Taft's letter to me of Aug. 20."

Urged throughout the day to make

a statement this was all Lloyd C. Griscom, chairman of the New York Repub

LIBRARIANS GATHER FOR CONFERENCE AT BRUSSELS EXHIBIT

Americans in Attendance Included Well-Known Supervisors of Public and Private Book Collections.

ENGLISH DELEGATES

BRUSSELS—An international congress of archivists and librarians beginning Sunday will continue to Aug. 31. This congress is but one of a series of international congresses organized as a special feature of the exhibition, where they all sit in the different "Salles des Congrès" in the "Palais des Fêtes," one of the large buildings in the exhibition grounds.

A payment of 10 francs (2 shillings, or \$2) entitles the subscriber to a full printed report of the proceedings, as well as a list of the members, and the preliminary reports.

The American delegation includes: Miss Adelaide Hasse of the New York public library; James Wyer, junior director of the New York state library and library school at Albany; George Bowerman, librarian of the public library, Washington; J. C. M. Hanson, chief of the catalogue division, Library of Congress, Washington; Miss Emma Neisser, free library of Philadelphia; Paul Brockett, assistant librarian Smithsonian Institution, Washington; Henry E. Woods, commissioner of public records of the state of Massachusetts; Thorvald Solberg, register of copyrights, Washington; Gaillard Hunt, chief of the division of manuscripts, library of Congress, Washington.

Among the English delegates are: James Duff Brown, chief librarian of the Islington public libraries, London; George Roebeck, librarian of the Walthamstow free libraries, and Dr. E. Baker, M. A., borough librarian of Woolwich public libraries.

This congress will deal comprehensively with its subject matter, the different aspects of which are divided into four sections: (1) archives, (2) libraries, (3) special collections of books and manuscripts belonging to record offices and libraries, (4) public libraries.

Many of the questions to be considered are highly technical, such as the distinction between "manuscripts" and "archives," the care, preservation, and cataloguing of archives and books, the duties and distinguishing titles of the library staffs, etc., but many things in the second and fourth sections, dealing with royal, state, university and public libraries, will arouse public interest.

Miss Neisser and Mr. Roebeck will report on the great advance in America and England of library work for the blind; Mr. Brown and Mr. Bowerman will explain the position of librarians in England, and America respecting salaries, hours, vacation, retirement, etc., and Mr. Wyer and Dr. Baker will describe the conditions for entrance to the service of American libraries, and the education for librarianship in England.

Among other questions to be considered will be the planning and management of library buildings, and much time will be given to discovering the best means of increasing the number and usefulness of public libraries for newspapers and periodicals only; better facilities for the loan or exchange of books between home libraries, as well as foreign; and the multiplication of libraries for children.

The tendency of the various questions and reports is undoubtedly in favor of a universal agreement as to the rules and methods whenever possible, so that all book-lovers and students may feel themselves "en pays de connaissance," no matter to what country their duty or pleasure may take them in the pursuit of learning or research.

Y. M. C. A. MUSTER FIELD WORK ENDS

The work of the Young Men's Christian Association among men of the Massachusetts volunteer militia on the muster field at South Framingham has come to a close for the season. Mess hall No. 3 was used for a reading room where comforts were supplied for the men in their leisure hours. During the hours when the men were not on duty there was a constant stream in the headquarters for a drink of ice water, to use the reading tables, play games, enjoy the piano and talking machine, secure the use of baseball supplies and such other facilities as the camp afforded.

A record was kept of the mail carried to the post office and this totaled during the encampment 30,735 pieces, 25,310 postcards, 563 letters and 60 packages.

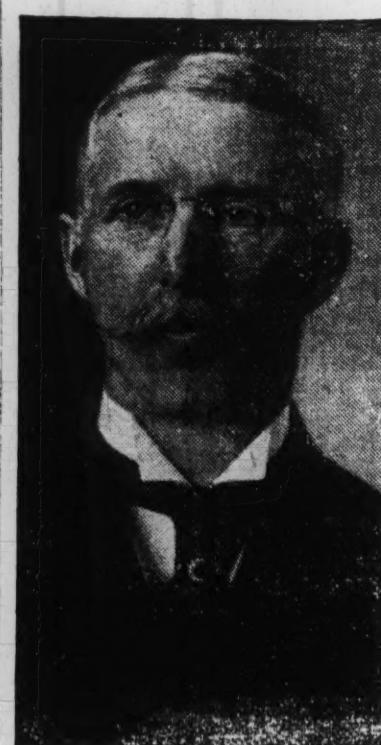
NEW WOODENWARE COMPANY

KRINE, N. H.—A new woodenware corporation has been organized under a Massachusetts charter with Charles Giffin of this city at its head, which is expected to carry on a large industry here. It will take over the business of the Carter Woodenware Company of Troy, the Ashburnham Manufacturing Company of Ashburnham, Mass., and a controlling interest in the Keene Manufacturing Company of this city. The new company will be known as the Carter-Giffin Company.

OUCUTT FAMILY REUNION

ABINGTON, Mass.—The Oucut Family Association is holding its annual reunion at Island Grove today. Frank E. Oucut of Melrose is presiding.

Waterways Men Meet in Providence Next Week



MAYOR HENRY FLETCHER.
Of Providence, who will make opening address at the waterways convention.

(Continued from Page One.)

\$3,000 is being expended in this work alone. The business houses are decorating their own premises.

Three of the biggest armored cruisers, forming the fifth division of the Atlantic fleet, will be in Narragansett bay during the convention. These vessels will be the Tennessee, Montana and the North Carolina. A flotilla of smaller boats, torpedo boats and submarines from Newport will accompany the cruisers up the bay for the illumination.

The big illumination will be on Friday evening. It is assured that 1,000 boats of all sizes will lie in the harbor dressed with flags and lanterns. In the afternoon there will be an open regatta for handsome prizes and at each yacht club band concerts will be in order.

Bonfires will be lighted along the Rhode Island coast by the committees and letters asking each state to follow the example have been sent out. It is the plan to have bonfires the entire length of the Atlantic coast on that evening. Several states have notified Colonel Webb that bonfires will be lighted within their boundaries.

New England is particularly interested in the work aimed at by the association. This work, while at the present partly under way, is designed to connect Key West with Boston harbor by a series of inland waterways, either natural or artificial, for the purpose of offering a safe passage to merchandise carrying vessels.

In 1909 the United States authorized survey of the entire project at a cost of \$100,000, and such survey has now been completed with the exception of very small tracts. It has been declared to be a feasible project by competent engineers.

George H. Webb, state commissioner of industrial statistics, and secretary of the Providence Board of Trade, is the managing director of the committee of Rhode Island, which is making all the arrangements for the convention. For over three months Mr. Webb and his

committee members have been at work laying plans for the big event.

State Senator John P. Sanborn of Newport is president of the committee. This committee is composed of delegates named by the Governor by an act of the Legislature, delegates named by Mayor Fletcher of Providence by ordinance and delegates named by the Providence, Pawtucket and Newport boards of trade. Governor Pothier is honorary chairman of the committee, Frederick M. Rhodes is secretary and E. Tudor Gross is treasurer.

Speakers of note will come from all parts of the East to the convention. Among them will be Commander Peary, the discoverer of the north pole; Governor of New Jersey, Congressman Richmond P. Hobson of Alabama, Commander A. B. Fry of the New York treasury service, and Calvin Tompkins of New York, commissioner of docks and ferries.

The present officers of the Atlantic Deep Waterways Association are: President, Congressman J. Hampton Moore of Pennsylvania; vice-president, Winfield S. Pendleton of Maine; O. L. Frisbee of New Hampshire, Loyd E. Chamberlain of Massachusetts, Gov. Aram J. Pothier of Rhode Island, Edward H. Warner of Connecticut, Arthur Knox of New York, Fred W. Donnelly of New Jersey, Charles H. Clark of Pennsylvania, Hiram R. Burton of Delaware, Reuben Foster of Maryland, Harvey M. Dickson of Virginia, J. H. Letroy of North Carolina, G. R. Rhett of South Carolina, Pleasant A. Stovall of Georgia and George F. Miles of Florida.

Delegates to general board of directors: Frank P. Crane of Massachusetts, John P. Sanborn of Newport, E. E. Durant of Connecticut, William T. Donnelly of New York, Calvin Tompkins of New Jersey, Edward F. Henson of Pennsylvania, William H. Head of Delaware, David H. Carroll of Maryland, Joseph A. Hall of Virginia, W. L. Arendell of North Carolina, W. D. Morgan of South Carolina and Charles M. Cooper of Florida.

The official program of the convention is as follows:

Wednesday, Aug. 31—Addresses at 10 o'clock in the Providence opera house, by Mayor Fletcher of Providence, Congressman John H. Small of North Carolina, Congressman William S. Greene of Massachusetts, J. Hampton Moore of Pennsylvania, Congressman Richmond P. Hobson of Alabama, and other delegates.

Afternoon session, Rear Admiral C. S. Sperry, U. S. N., presiding. Addresses by Commander Alfred Brooks Fry, U. S. N., chief engineer of the treasury service, Herbert Knox Smith, commissioner of the bureau of corporations, Mayor Fitzgerald of Boston, Calvin Tompkins of New York, Loyd E. Chamberlain, president of the Massachusetts State Board of Trade, and Joseph F. Gray, railroad commissioner of Georgia.

Evening session, William W. Cocks, M. C., of New York, presiding. Addresses will follow an informal reception.

Thursday, Sept. 1—Morning session will be presided over by former United States Senator Anthony Higgins of Delaware. Addresses will be delivered by

KOREA TO BE MADE TO FEEL GRATEFUL

SEOUL, Korea—"No stone will be left unturned to make the Koreans and the world feel that Japan's rule in Korea is a beneficial thing for the Koreans," said Lieutenant-General Terauchi, Japanese resident-general in Korea and negotiator of the convention of annexation, which, it may be stated, will be officially promulgated next Monday, today in a statement.

"It will and must imply no degradation for the Koreans, who under the annexation will enjoy exactly the same rights in Korea as the Japanese. It is the wish and command of the Emperor of Japan that every effort be made to make the Koreans feel relief at the annexation."



GOV. ARAM J. POTIER.
Of Rhode Island, a vice-president of Atlantic Deep Waterways Association.

PHOTO ENGRAVERS CITED FOR MONDAY

The officers of Photo Engravers Union 3 have been ordered to appear before Judge Hitchcock in the equity session of the superior court Monday to show cause why they should not be enjoined from interfering with men who desire to remain in the employ of the Massachusetts Engraving Company. The plaintiff alleges that the defendants in their effort to unionize its shop have used unlawful means and asks that they be restrained.

As the facts involved are similar to those in other suits now pending, the case will be referred to Ellbridge R. Anderson, who was appointed master by the court to hear and report the evidence. Mr. Anderson has made good progress and only a few days more will be needed to complete his work.

BROCKTON CRICKETERS BUSY.

BROCKTON, Mass.—The Brockton Cricket Team will play Everett this afternoon on the local grounds. The second eleven of the Brockton club will play Beverly at Beverly.



RICHARD W. JENNINGS.
Of Cranston, who is a committee member from the Providence Board of Trade.

OPPOSE SUBWAY OPENING AT NIGHT

Mayor Fitzgerald's proposal that the subway be thrown open all night has brought out numerous objections, although the Boston Elevated has issued no statement in the matter. It is generally believed there is no likelihood of such action in the near future.

The books of the company, it is said, show that the present night car service is not self-supporting, and it is argued that opening the subway would cause even greater loss.

SPANISH SONDEERS LEAVING TONIGHT

On their return journey to Spain the three Spanish sondeers, Papoose, Chonta and Mosquito II., which participated in the recent races at Marblehead, will leave India wharf tonight on the after deck of the Metropolitan line steamer H. M. Whitney for New York city. At New York they will be transferred to the steamer Montevideo which sails for Spain Sept. 5.

Special Clean-Up Reductions on Curtains and Upholsteries

End of the season prices now prevailing afford rare buying opportunities in fine Curtains, Couch Covers and Upholsteries.

3.50 Real Cluny Lace Curtains

2½ yards long, 60 inches wide, extra heavy quality, trimmmed with hand made lace insertion and edge to match; Arabian and white. Sale price..... 2.50

3.00 Couch Covers

8 yards long, 60 inches wide, extra heavy quality, exclusive designs, reversible and fringed all around. Sale price..... 2.00

30c Yd. Printed Scrim

36 inches wide, in a choice assortment of handsome patterns for sash or long curtains. Regularly sold at 30c a yard. Sale price..... 20c

Re-Upholster Your Furniture Now

This is the best time to have your furniture overhauled, re-upholstered and made as good as new, as our work rooms are not over rushed, as they will be later.

We employ only the most expert workmen, and carry the largest, most complete and up-to-date stock of upholstery materials in New England.

You can have the work done now at the lowest prices, and, if you desire, will store the furniture, subject to your order.

We will be pleased to send, free of expense to you, a representative to measure and estimate for the work.

Curtain and Upholstery Section, New Building, Sixth Floor.

Jordan Marsh Company

PRESIDENT MELLIN OF NEW HAVEN FOR PROPER REGULATION

CHINESE THRONE APPOINTS MEMBERS FOR NEW SENATE

SHANGHAI—A decree has lately been issued announcing the selection of the members of a new body, which, for lack of a more strictly accurate description, is known as the senate.

According to the decree, this assembly, whose Chinese title is the tzecheyuan, consists of 91 members, representing six different classes, and owing their appointment to selection by the throne.

Thus the princes and nobles of the imperial clans supply 14 members,

the Manchu and Chinese nobility 12, the princes and nobles of the dependencies outside the 18 provinces 17, and the imperial clasmens six, officials of ministries and officers, 32, and eminent scholars, 10.

Oct. 3 has been fixed for the opening of the first session, but the members are to assemble before that date to make all preparations satisfactorily for the inauguration.

LEAVING OUT OF ACCOUNT THE 17 PRINCES AND NOBLES OF DEPENDENCIES, THERE ARE 39 MANCHU NAMES, AGAINST 35 CHINESE. BUT IT IS ANTICIPATED THAT THE BALANCE OF POWER WILL BE EVEN MORE STRONG IN FAVOR OF THE MANCHU THAN THE FIGURES INDICATE, BECAUSE THE BULK OF CHINESE REPRESENTATIVES ARE DRAWN FROM THE OFFICIAL AND SCHOLARLY RANKS, AND CAN HARDLY BE EXPECTED TO EXERCISE THE SAME INFLUENCE IN THE ASSEMBLY'S COUNCILS AS THE PRINCES, NOBLES AND GENTRY OF THE IMPERIAL CLANS.

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Contest Board Takes Charge of Harvard-Boston Aero Meet Monday

Aerial tournament at Squantum aviation field will bring practically every type of aeroplane into competition for \$50,000 in awards and record prizes.



RALPH JOHNSTONE
Driver of Wright biplane who is notable
for his daring feats executed
while in full flight.

(Continued from Page One.)

He will take with him instruments to be used at the aeroplane meeting and subject them to a thorough test. He will probably attain a height of more than half an hour.

A gusty wind almost spoiled the first day's program of the second aviation meet promoted by Glenn H. Curtiss at Sheepshead Bay. But Augustus Post put his machine through paces rivaling the performances of the steeplechase. In attempting to alight he struck a knoll which sent the biplane bounding 50 feet skyward. It alighted after this jump too near the fence to make a landing possible and the aviator was barely able to lift it over the fence. The craft took the barrier like a runner clearing the hurdles.

Of course, there was nothing for the driver to do but to turn and clear the fence again, carrying him back into the field, where he made a safe landing.

PARIS—Four dirigible balloons and 11 aeroplanes, piloted by trained officers, among whom will be Louis Paulhan, the noted aviator, who is an officer of the reserve, will participate in the grand army maneuvers on the plains of Picardy in September.

NEW BRUNSWICK, N. J.—Leo Stevens of New York and C. B. Brigham and Arthur T. Atherton of Philadelphia landed from a balloon near South River Friday. They went up from Point Breeze, Philadelphia.

NEW YORK—Charles K. Hamilton has shipped his new biplane, with its 110-horsepower motor, to Sacramento, Calif., where he is to fly on Sept. 5. With it has gone W. S. Hall's Curtiss machine, which he will also use in the West. Mr. Carpenter will have a corps of 25 assistant stewards, and Monday each one will have familiarized himself with his duties.

The magnificent gold and silver cup, known as the Harvard trophy, offered for competition among the amateur aviators in the bomb dropping contest, is completed. As a prize of \$5,000 is offered to the professional aviators making the highest score in the bomb dropping contest, it was deemed wise by the contest committee to offer the cup for competition among the amateurs and almost immediately assurances were received from Clifford B. Harmon, the New York millionaire amateur aviator, that he would compete.

Beside Mr. Hamilton, the amateurs who have already entered are William M. Hilliard, who will fly a Burgess biplane; Greely S. Curtis, who will have a Bleriot monoplane; J. M. Atreas and Ernest P. Lincoln, with machines of their own invention.

Somerville Man Invents Aircraft Made With Cells

A novel type of aeroplane has been devised by Calvin J. Springer of 28 Appleton street, West Somerville. Mr. Springer hopes to exhibit it at the Harvard-Boston meet to be held at Atlantic soon.

Instead of the usual planes, this flies is built up of cylindrical cells, open at the ends. Each cell is 8 inches long and 8 inches in diameter. The material used is paper, specially treated to make it waterproof and fastened to rattan rings. The cells are arranged in groups of 48 fastened to long bamboo poles. Four such groups make up a plane about 36 feet long and 3 feet wide. Mr. Springer plans to have four of these planes joined together, making a quadruplane. It will probably be exhibited as a glider, as no motor is available at present.

Mr. Springer is employed as an inspector at headquarters on Milk street, Boston, by the telephone company. He has given a great deal of thought and time to the study of aviation, especially to the ideas of Alexander Graham Bell, who advocates the box-kite type of construction, and this machine is the result.

Mr. Springer is confident that his arrangement of the cells will solve the difficulty heretofore met in masking this type of aeroplane, and that his work will be a success. The aeroplane will probably be operated by Charles Robertson of Dorchester, who has worked with Mr. Springer in building it.

READY FOR GREENFIELD FLIGHT.

GREENFIELD—Charles F. Willard will fly his Curtiss biplane here today. It looks as if the weekly meeting of the selection, scheduled for 2 o'clock, will either be held at the field where the flights will take place or be postponed.

Crowds pressed around the mechanics as they assembled the biplane. Speculation is rife as to who of the town's notables will accompany Willard on his passenger flights, if he makes any.

COALERS DELAY FRENCH LINE.

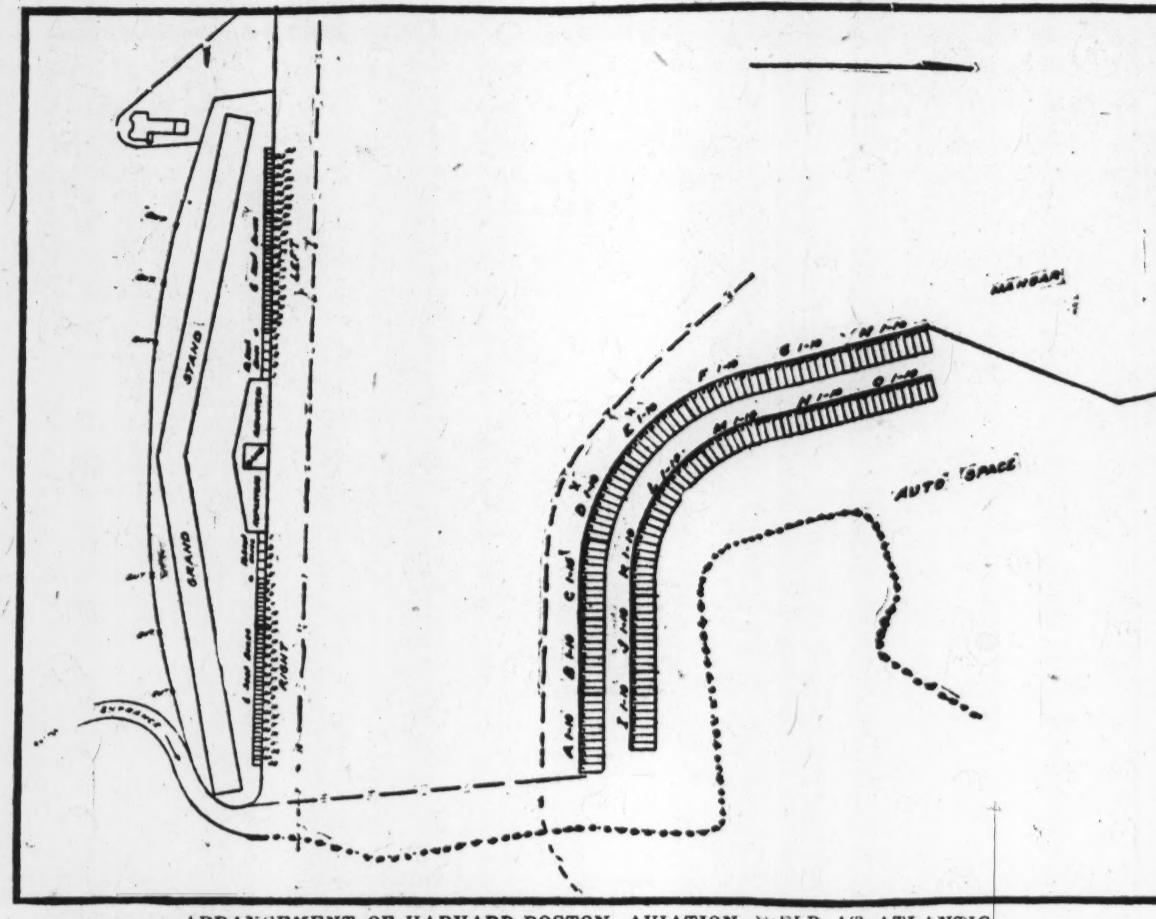
HAVRE—Owing to the strike of ship coalers the steamer La Provence was today forced to go to Southampton to be coaled for the westward Atlantic trip. She will return here for passengers tomorrow.

BOSTON TO NEW YORK, Fare \$4.00

Metropolitan Line Express Turbine Steel

Steam HARVARD & YALE

Week days and Sundays leave India Wharf, Boston, 3 p. m. Due N. Y. 8 a. m. next day.



ARRANGEMENT OF HARVARD-BOSTON AVIATION FIELD AT ATLANTIC

Aviation Records That Will Be Challenged Here

List of best performances which airmen will seek to better at Harvard-Boston meet.

Compiled by Denys P. Myers.

THE following list of existing aircraft records aims to be both correct and complete and seeks to distinguish between "official" and "unofficial" records. The distinction is chiefly important as insuring the world-wide acceptance of any record, an "official" record being one which has been made at a meeting sanctioned by the national organization which enjoys representation in the Federation Aeronautique Internationale and for the recording of which methods satisfactory to the national society have been taken. The Aero Club of America stands in that relation in this country, its jurisdiction over national meetings being delegated to its national council. The records which follow have been compiled with a view to offering a comparison under all conditions of the flights made at the Harvard-Boston aero meet with the best similar effort. The compiler is greatly indebted to lists of flights published by Aircraft.

SPEED—World.

Aviator.	Machine.	Date.	Place.	Distance.	Time.	Miles per hour.
Leon Morane (official)	Bleriot monoplane	July 10, 1910	Rheims	.5 kilom. (.31 miles)	2m. 48s.	65.42
Oliebsegers (official)	Bleriot monoplane	July 10, 1910	Rheims	10 kilom. (6.2 miles)	5m. 32s.	66.00
L. Morane (official)	Bleriot monoplane	July 10, 1910	Rheims	20 kilom. (12.4 miles)	12m. 45s.	63.36

American.

Capt. T. S. Baldwin (official)	Bleriot biplane	July 1, 1910	Mineola, L. I.	10 miles	9m. 20s.	—
G. H. Curtiss (official)	Curtiss biplane	July 11, 1910	Atlantic City	.50 miles	1h. 14m.	—

British.

James Radley (official)	Bleriot monoplane	Aug. 10, 1910	Lanark, Scotland	9m. 32.2-5s.	58.45	
Tabuteau	Farman biplane (?)	July 9, 1910	Buc	.231 kilom. (143.68 m.)	2h. 45m.	—

Only a press despatch has given any record of this flight.

MONOPLANE OVER MEASURED KILOMETER.

Aviator.	Machine.	Date.	Place.	Distance.	Time.	Miles per hour.
J. Radley (official)	Bleriot monoplane	Aug. 10, 1910	Lanark, Scotland	1 kilom. (.625 m.)	7h. 6m.	13m. p. h.
Oliebsegers (official)	Bleriot monoplane	July 10, 1910	Rheims	1 kilom. (6.2 miles)	5m. 32s.	66.00
L. Morane (official)	Bleriot monoplane	July 10, 1910	Rheims	20 kilom. (12.4 miles)	12m. 45s.	63.36

Aggregate for Meet.

J. Radley (official)	Bleriot monoplane	Aug. 10, 1910	Lanark	1 mile (47.25s.)	12m. p. h.
J. McArchie (official)	Bleriot monoplane	Aug. 10, 1910	Lanark	1 mile (49.45s.)	12.20m. p. h.

BIPLANE OVER MEASURED MILE.

Aviator.	Machine.	Date.	Place.	Distance.	Time.	Miles per hour.
J. Radley (official)	Bleriot biplane	July 1, 1910	Mineola, L. I.	10 miles	9m. 20s.	—

MONOPLANE OVER MEASURED MILE.

Aviator.	Machine.	Date.	Place.	Distance.	Time.	Miles per hour.
J. Radley (official)	Bleriot monoplane	Aug. 10, 1910	Lanark, Scotland	.6752 feet	7h. 6m.	13m. p. h.

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J. Radley (official)	Bleriot monoplane	Aug. 10, 1910	Lanark, Scotland	.6752 feet	7h. 6m.	13m. p. h.

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Aviator.	Machine.	Date.	Place.	Distance.	Time

WESTERN COUNTIES IN MASSACHUSETTS OPEN DEER SEASON

Berkshire, Franklin, Hampden, Worcester and Hampshire Take This Step to Protect the Crops.

Deer are abundant in the western part of the state. It long ago ceased to be a novelty, even in the eastern part of Massachusetts, or even within the limits of Boston and the surrounding towns, for deer to be seen singly or in twos or threes. On several occasions recently, however, in western Massachusetts, herds numbering a dozen or more have been sighted, and not infrequently these beautiful creatures have been seen feeding peacefully alongside some farmer's cattle.

It is because of their depredations on the crops of the farmers that the state Legislature has provided for a brief open season on them this fall in the five western counties, during which time, six days in duration, many sportsmen will go out and seek to bag a deer. They may take only one each and must report that fact in writing to the commissioners on fisheries and game within 24 hours. Only those duly licensed to hunt in this commonwealth are entitled to this privilege, and aliens and non-residents of the state may not shoot the deer. Furthermore only shotguns may be used.

The open season this fall lasts from sunrise the third Monday, Nov. 21, to sunset the following Saturday. This privilege obtains only in Berkshire, Franklin, Hampden, Hampshire and Worcester counties, although residents of any county of the state who are duly qualified may hunt in those counties.

The nearest to a "deer census" of the state is the number of deer reported seen by the deputies of the fish and game commission. During 1909 1594 were sighted, against 2055 in 1908 and 1298 in 1907. Of the 1909 total 310 were seen in Worcester county, whence comes a great deal of complaint. Essex county also seems to be a favorite resort of the deer. The declaring of an open season was in response to a public demand, on account of the number and depredations of the deer. After it is over it is expected that there will be two strongly supported sides of the question whether it is an advisable policy to repeat or not. Some would like to see an open season every year or every two years, while others believe that hunting the deer even for a few days at a time would drive them out of the state.

A continuous series of "deer stories" makes its way into the offices of the fish and game commission in the State House. Some of these have passed into local history. There is the one about the young deer, three days old, picked up by the gypsy moth men in West Medford some years ago. One of its captors obtained permission of the fish and game commission to keep it, made a pen for it and kept it until it was six months old. During its captivity he taught it various tricks, among others to stand on its hind legs and eat sweets out of its captor's hand. After it was set free it would return to its old home at night and sleep behind the furnace in the cellar. It had acquired the habit while a captive of walking into the house and going upstairs and wherever it pleased, and at last neighbors, whose houses it made free to enter, made complaint. It would follow school children, stand up and placing its fore feet on their shoulders attempt to take their luncheon away from them. Finally it was taken to the Middlesex Fells reservation.

Another deer was taken in Central square, Cambridge, having jumped through a window. One leaped a fence and entered an estate. It took several hours to make him a prisoner and 4000 or 5000 persons witnessed the struggle. Finally, securely bound, the creature was taken to Chestnut hill in a hack and turned loose.

RAISE FOR GLASS WORKERS.
DETROIT—It was announced Friday at the convention of the National Association of Window Glass Workers of America that the manufacturers have granted a 30 per cent increase in the present wage scale, to become effective Oct. 15.

NEW LIEUTENANTS FOR FIRE SERVICE

Fourteen new lieutenants have been named in the Boston fire department by Acting Fire Commissioner Francis M. Carroll and this action in making the promotions at this time came as a decided surprise to the members of the department. The promotions were announced Friday evening.

Although the mayor has named Charles D. Daly, the old Harvard quarterback, as fire commissioner no report on the nomination has been made by the civil service commission, and he decided to let Acting Commissioner Carroll go ahead with the promotions.

Last Saturday three district chiefs were appointed and promotions were made to fill the vacancies among the captains.

The new lieutenants are: Ladderman Chauncey R. Delano of ladder 9, Ladderman Philip A. Tague of ladder 22, Ladderman John J. Sullivan of ladder 2, Ladderman Patrick H. Kenney of ladder 12, Engineer Bernard J. Flaherty of engine 4, Ladderman Charles A. Donohue of ladder 3, Hoseman Thomas Wylie of engine 37, Hoseman Jacob Hyman of engine 14, Ladderman Joseph W. Shee of ladder 11, Ladderman Charles A. Fernald of ladder 11, Hoseman McDeragh E. Flaherty of engine 21.

Today's Naval Orders

The following navy orders have been posted at the Charlestown navy yard:

Lieut.-Commander A. C. McMechan, retired, detached charge branch hydrographic office, Norfolk, Va., to home.

Lieut.-Commander H. T. Baker, to Asiatic station.

Lieut.-Commander E. Woods, commissioned a lieutenant-commander in the navy, from July 1, 1910.

Lieut. L. M. Stewart, to navy yard, Puget Sound, Wash.

Ensign J. B. Howell, detached command the Adder, to Naval Academy, Annapolis, Md.

Ensign H. M. Cooley and Assistant Surgeon E. P. Huff, detached from cruiser Charleston, to the cruiser New York.

Midshipman F. C. Bowdoin, J. M. Deem and L. Townsend, Jr., detached the cruiser New York, to the auxiliary Rainbow.

Paymaster G. Brown, Jr., detached an accounting officer, navy yard, Puget Sound, Wash., and continue other duties.

Marine Corps Orders.

Lieut.-Col. George Barnett, granted leave of absence for month from Aug. 18, with permission to apply for extension.

Capt. B. W. Sibley, U. S. M. C., detached as fleet marine officer, Asiatic fleet, and continue duties on the cruiser Charleston.

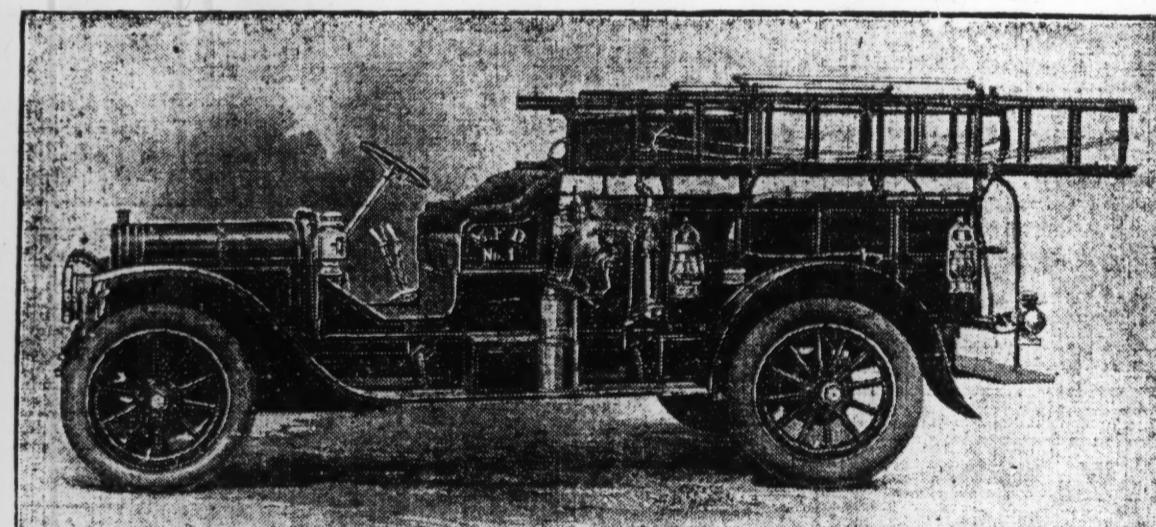
Maj. A. S. McLemore, A. A. and I., granted leave of absence for 14 days.

First Lieut. T. D. Barber and Second Lieut. S. D. Raynor, granted leave of absence for month from and including Sept. 1.

First Lieut. Randolph Coyle, granted leave of absence for month from Aug. 28.

Second Lieut. P. J. Levering, to Washington, D. C., Aug. 29, for examination preliminary to retirement.

Mansfield Installs Auto Fire Apparatus



TOWN OF MANSFIELD'S AUTOMOBILE FIRE-FIGHTING APPARATUS.

MANSFIELD, Mass.—The town of Mansfield has the distinction of being the first town in Bristol county to install automobile fire apparatus. Mansfield is a busy little center and its progressiveness is shown by the new

\$4500 Pope-Hartford combination chemical and hose automobile which has just been delivered by Howard L. White of Taunton to the prudential committee of this town.

The new machine has a maximum speed of 35 miles an hour and is geared at 40 miles an hour. It is made of the best material and workmanship obtainable and is fully equipped with all necessities and is a splendidly complete piece of apparatus, able to cope with any emergency that may arise. The equipment includes 1000 feet of ordinary fire hose, large searchlight, nozzles, hose basket, one 40-gallon chemical tank, 200 feet of small hose, pikes, axes, lanterns, hooks, acid jars, soda cans, door opener, one 12-foot roof ladder, one 20-foot extension, two three-gallon hand extinguishers, life net, helmets and other needed apparatus. It will seat 10 men.

All the brass work which enters into the construction is conspicuous and highly finished. The car is painted a dark English vermilion. The chassis and hood are artistically striped and ornamented.

The committee which had charge of purchasing the new machine is: Chairman George L. Foster, Treasurer Charles N. Crane, Alfred B. Day, Frederick J. Smith, Chief Engineer Herbert E. King, First Asst. Walter B. Huston, Second Asst. L. Leslie Jones.

The auto will be used to cover the town of Mansfield and outlying districts.

Lynn Yacht Club Rejoices in Bright Prospect

Improvements in city harbor under way which will be highly advantageous.



OFFICERS OF LYNN YACHT CLUB 1910-1911.

Front row, left-to-right—Charles F. Mower, director; John P. Lydon, treasurer; Joseph D. Houghton, vice-commodore; Robert A. Strong, commodore; John Mokler, fleet captain; Ernest R. Peale, secretary; James E. Reed, director; J. A. Clough, director. Rear row, left to right—James Spratt, membership committee; F. A. Jellison, membership committee; E. Collins, regatta committee; Patrick C. Saunders, membership committee; Lincoln S. Coffin, regatta committee; Joseph A. Boyer, house committee; C. E. Paine, regatta committee.

LYNN, Mass.—There are few if any yachting associations on the Atlantic coast which have brighter prospects than the Lynn Yacht Club. For years the craft owners of this organization have been handicapped in getting out to and in from the open sea by the shallow and not infrequently exposed condition of the water and flats in Lynn harbor. Only on certain tides has it been possible to pass in and out with any degree of safety. All this is now in a fair way to be eliminated and the local yachtsmen are to be given the benefit of a fine deep-water seaport. This improvement will be brought about by the proposed \$10,000,000 development of Lynn harbor.

Already the state and national governments have spent thousands of dollars for dredging channels and turning basins and powerful dredges are still in the harbor awaiting the outcome of negotiations between the state and city relative to great improvements along this line.

The club has raised among its members sufficient money to meet the proposition of the harbor and land commissioners to spend five times the amount contributed by outside parties, and resumption of the work awaits only the payment of the additional money appropriated by the city.

The club has extensively improved and enlarged its clubhouse on lower Washington street and now has in process of construction a large bulkhead wharf of the latest type. The membership is rapidly increasing and the club's fleet is usually well represented in the regattas off the New England coast. On Labor day the club will hold its annual regatta off Nahant, which is

always

a big event for yachtsmen of Greater Boston.

The Lynn Yacht Club had its inception in a meet of 16 yacht owners on March 7, 1870, when a constitution and by-laws were adopted. George S. Babb was the first commodore. He has been succeeded in turn by E. C. Neal, Herbert E. Parker, William H. Russell, J. A. Clough, Charles E. Hodges, Preston W. Johnson, Harry E. Bassett and Ralph A. Strong, the present commodore. The club's first regatta was held June 17, 1870. The year 1872 was one of the biggest in its history. In 1888 the club opened and dedicated its present commodious clubhouse on Washington street which contains a large assembly hall, billiard room and ample locker accommodations for all its members.

Among the club's cherished trophies is the handsome Essex county challenge cup won by the yacht expert during the membership of her owner, Elbridge G. Souther, which was permanently acquired after the winner had successfully held it 60 days against all challenges.

The present officers of the Lynn Yacht Club are: Commodore, Robert A. Strong; vice-commodore, Joseph D. Houghton; secretary, Ernest R. Peale; treasurer, John P. Lydon; measurer, Wesley Hall; captain of fleet, John Mokler; board of directors, Michael R. Connolly, C. E. Coffin and Austin Clough.

Patrick C. Saunders, a member well known in Massachusetts waters, was recently appointed Lynn's first harbor master.

The Lynn Yacht Club house, facing on Washington street, near Lynn beach. Water is part of Lynn harbor, which is to be much improved.

At the Railway Terminals

In anticipation of heavy business in the baggage department Superintendent of Buildings Marsh of the Boston Terminal Company, is erecting a booth equipped with racks for outward baggage near track 1 at the South station.

The passenger department of the Boston & Maine road will provide a special train from Lynn to Centennial grove at Hamilton-Wenham today for the accommodation of the Rickard Gregory Shoe Company Association's outing.

The passenger department of the New Haven road will provide a special train from the South station at 9:30 a. m. Sunday for the Terminal Railway League en route to Providence for their annual outing.

The car department of the Boston & Maine road received today the first of a new consignment of 50 modern coaches from the Laconia, N. H., car works.

The Boston & Maine private car 999 occupied by Preston Player and party will arrive at North station today.

In Shops of Those Who Advertise With Us

H. R. Lane & Co., 34-38 Chauncy Street, who have hitherto devoted much space in their establishment to the display and sale of summer rugs, making a specialty of these useful fabrics, have decided to curtail this branch of their business in the interest of important plans fast maturing. With this object in view and in order to obtain the needed space a special sale is being conducted, during the continuance of which their large stock of summer rugs will be offered at greatly reduced prices. In addition to this, H. R. Lane & Co. are offering a number of high-grade rugs, collected in their wholesale department, which on examination showed slight imperfections not affecting their wearing qualities, at special prices much below their usual price.

Would you pay \$19.75 for a regular \$30 brass bed? That's exactly what you can do at Morris & Butler's (97 Summer street) August sale. The quality of their goods is well known.

Waists that were being sold recently at from \$2 to \$4.98 by Walter M. Hatch & Co. can now be bought for \$1.50 while their special sale lasts.

The waists are made of messaline, taffeta, pongee, habutai, English and Japanese crepe and Java cloth. The need of space for new goods is the occasion of these great reductions in price.

Men and women who in their homes like to shed the cribbing and confining

The High Cost of Living

In the problem assailing the American people today, the cost of clothes and furnishings can be materially reduced by using our facilities which are at your service at reasonable cost.

CLOTHES KEPT CLEAN WEAR 25% LONGER

LEWANDOS

America's Greatest
CLEANERS
DYERS LAUNDERERS

BOSTON SHOPS
17 Temple Place, Boston
2206 Washington Street Roxbury
149A Broadway South Boston
1274 Massachusetts Avenue Cambridge
NEW YORK ALBANY PHILADELPHIA WASHINGTON
BALTIMORE HARTFORD NEW YORK BRIDGEPORT
SALEM WORCESTER SPRINGFIELD LYNN
DELIVERY SYSTEM IN BOSTON AND SUBURBS
"YOU CAN RELY ON LEWANDOS"

James McCreery & Co.

INTERIOR DECORATION.

For the Fall Season an unusually attractive collection of Fine Materials is exhibited, suitable for Wall Hangings, Draperies, Portieres and Furniture Coverings.

Laces, Curtains and Panels made to meet the requirements of any desired period. Samples, sketches and estimates submitted.

FURNITURE.

Mahogany, Circassian Walnut and French Enamelled Furniture exhibited in Parlor, Library, Bedroom and Dining Room Suites. Also odd pieces in French, English and Colonial reproductions.

Quaint Oak and Craftsman Furniture sold exclusively by James McCreery & Co.

23rd Street

34th Street

New York

RHODE ISLAND TO CONSIDER QUESTION OF TRADE SCHOOLS

PROVIDENCE, R. I.—Two reports of unusual interest are being prepared for presentation to the next Legislature. One of these is to determine the necessity of industrial education in this state and the other is upon a revision of the criminal laws and practices.

Both reports were ordered at the last session of the Legislature. Walter E. Ranger, commissioner of education, is preparing the report upon the necessity and advisability of establishing a state system of industrial education in Rhode Island.

The matter of education in industrial lines has been taken up in Providence by the local committee and in conjunction with business men and manufacturing interests, a tentative system has been agreed upon. This system will be put into operation at the beginning of the school year early next month.

It has been suggested that Rhode Island might well establish a state school similar in its work to that of the Mechanics Arts High School of Boston.

The car department of the New Haven road received today the first of a new consignment of 50 modern coaches from the Laconia, N. H., car works.

The Boston & Maine private car 999 occupied by Preston Player and party will arrive at North station today.

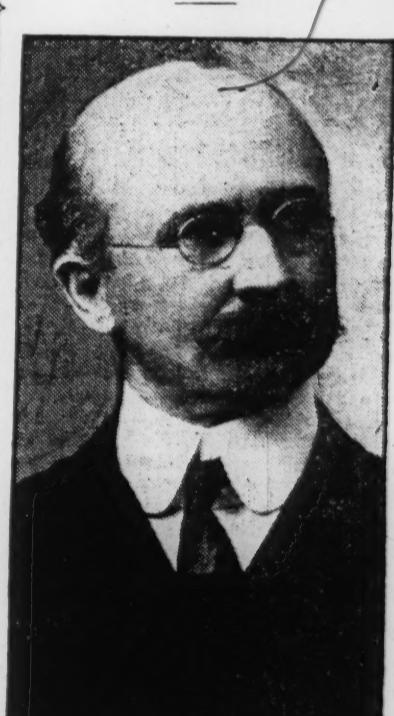
WILLIAM JAMES PASSES ON.

CHOCORUA, N. H.—Prof. William James of Harvard University, passed away Friday at his summer home on the shores of Chocorua lake.

William James, educator, author and dean of American philosophers, was a native of New York, the son of Rev. Henry James, a Swedenborgian minister and writer. Henry James the novelist is his brother. He was educated mainly at private schools and by private tutors and then entered the Lawrence Scientific school, where he remained from 1861 to 1863, but took no bachelor degree. In 1870 he graduated from Harvard Medical school. The honorary degrees of Ph.D. and Litt.D. were awarded him by Padua in 1883, LL.D. by Princeton in 1886, Edinburgh in 1902 and Harvard in 1905.

In 1872 he became associated with Harvard in the capacity of instructor, and later assistant professor of comparative anatomy and physiology, which he retained until 1880; from 1880 to 1885 he was assistant professor of philosophy; from 1885 to 1890 professor in the same department; professor of psychology from 1890 to 1897, and professor of philosophy from 1897 to 1907.

He married, in 1878, Alice H. Gibbons of Boston, and leaves also a son and daughter. His Cambridge home was at 95 Irving street.



WALTER E. RANGER.

President of the Rhode Island Institute of Instruction and commissioner of education.

Minneapolis Is to Beautify Its Civic Center

Fine new building for gateway park; the city's picturesque chain of lakes.

MINNEAPOLIS—This city proposes a unique scheme in beautification, namely, razing the buildings, including the old city hall, on the triangular plot of land between Washington, Nicollet and Hennepin avenues, and converting the property into a civic center, to be known as Gateway park. The feature of the center is to be a building, to be known as the Gateway, which is to contain an information bureau, waiting room, branch public library, telephone booths and other accommodations.

The entrance to the parkway and boulevard system, however, is at the Parade, opposite Loring park, and there it is proposed to have some monumental, dignified gate to mark the entrance.

Minneapolis is signalized in having within its limits a chain of picturesque lakes, situated in a preglacial river valley, which, with their rugged environs lend themselves with peculiar grace and charm to the purpose of forming a magnificent park. Their advantages the people of Minneapolis have not been backward in improving, but while the improvements necessary to make the lakes and gorge fully available are costly the policy is pursued of subordinating art to nature to the greatest extent possible, selecting only such structures and of such design as will best harmonize with the natural beauties of the place.

Geologists who have studied the region declare that it is one of the most interesting in America. The agree that within a recent period, as geological periods go, extensive changes have taken place in this vicinity. These changes have not been brought about by any great upheaval, but by just such gradual processes as are operating today, and the change which is constantly going on, although but slight, adds to the charm which the urban lakes and their neighborhood possess for the nature lover. The different aspect which the place wears at different seasons of the year makes it always fresh and pleasant.

This chain of lakes skirts the western border of the city and partially occupies a valley through which ran a river corresponding to the present upper Mississippi, which was merely a branch of the mighty stream that flowed through the valley now partly occupied by the Minnesota river. Through the agency of glacial drift, the valley of the smaller river became filled up near the point of confluence with the main river, and the backed-up water found a way to join the main stream through the present channel of the upper Mississippi.

The urban lakes occupy the deepest depressions of what remains of this old valley, forming a picturesque chain which is one of the great features of the park system. Through various agencies of erosion, the accumulation of vegetable matter and forest growths, the banks have become rounded and beautified and little has been left to be done to convert the entire domain into a finished park.

Prof. H. W. S. Cleveland, a landscape gardener of national reputation, was engaged some time ago to make a survey and a comprehensive plan of a park system for the city. He advised the acquisition of the river banks and the construction of drives around lakes Calhoun and Harriet, but the growth of Minneapolis and its increasing needs have caused the plan to be amplified considerably. Mississippi park and the Minnehaha park, to the southeastward of the city, have a natural beauty that can hardly be enhanced by improvements, the great river gorge in the Mississippi park being spoken of by President Wilbur F. Decker of the board of park commissioners, as perhaps the grandest single feature in the entire park system. The beautifully wooded banks have won the admiration of distinguished visitors.

A number of neighborhood parks have been acquired in different parts of the city and it is proposed to set aside something every year for the general betterment of these parks.

Among the acquisitions of the year 1909 was a small tract of land on the west shore of Lake Calhoun, giving the city control of the entire shore line of this beautiful sheet of water which is 400 acres in extent and deep enough for the use of sailboats and launches throughout. The swampy necks of land that separate the lakes of the urban chain are easily pierced, and canals and lagoons are now under construction by means of which an interlake trip of more than three miles will be possible, ending at the foot of the hills of Glenwood park. The latter park, once a small detached one of 66 acres, is now the largest in the whole system, and connects with the chain of lakes in such a way that the whole region, comprising 802 acres of land and 976 acres of waterway, may be considered as one great park.

BOSTON
To
NEW YORK
\$2.25
By Trolley and Boat

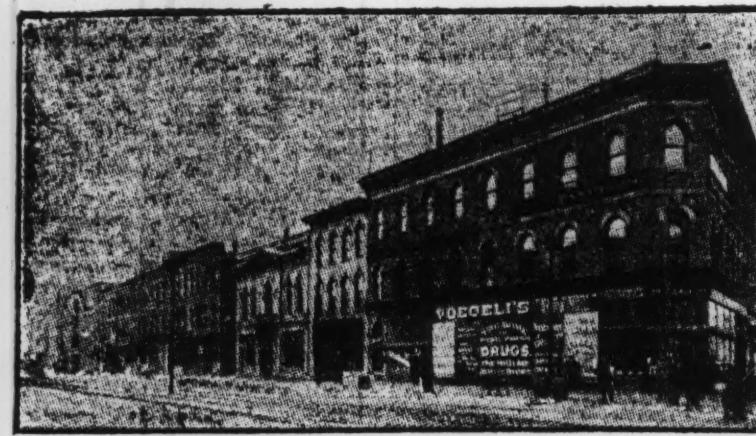
SPECIAL through car leaves Post Office square, Daily and Sunday at 3 p.m.
Tickets and information, Park Dept. O.C. & R.R. Co., 308 Washington Street.

To Providence or Fall River 75¢

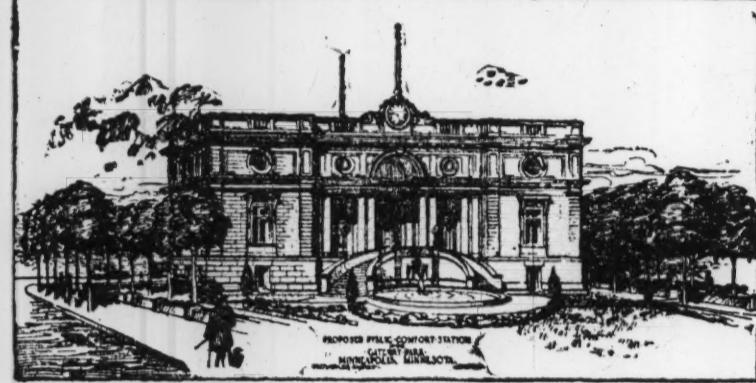
Have The Monitor Sent to Your Summer Address

Subscribers need only to keep this office informed as to their whereabouts to have the address of their Monitor changed as often as desired.

Send Notice to the Circulation Department



WHERE CIVIC CENTER OF MINNEAPOLIS WILL BE LOCATED.
Picture shows business houses which have been acquired and will be removed to provide a site for "The Gateway" building.



THE GATEWAY, MINNEAPOLIS, MINN.
Building which will adorn the Gateway park in the new civic center. It will contain information bureau, waiting rooms, branch public library, telephone booths, etc.

CASTINE LEAVES NAVYYARD TODAY AFTER REPAIRS

The gunboat Castine, which was recently rammed by the submarine Bonita off Provincetown, is now completely repaired and will leave the Charlestown navy yard this afternoon for New London, where she will resume her duties as tender to the third submarine division of the Atlantic torpedo fleet.

The destroyed Rodgers arrived at the yard today to have repairs made on her propeller, a blade of which has been damaged by having a rope caught in it.

The submarine Salmon is expected at the yard within the next few days, and the scout cruiser Birmingham will soon be sent here for repairs and a general overhauling.

C. J. Fremont, commandant of the yard, is having a motor launch built in which to make his official calls in the harbor. The launch will be equipped with an 80-horsepower gasoline engine, and will have one-man control. It is expected that it will be able to make between sixteen and seventeen knots.

PRAISES MONITOR FOR ITS ATTITUDE

The following comment upon an editorial in The Christian Science Monitor, Aug. 13, headed "Senator Aldrich's Answer," appeared in the Waterloo (Ia.) Daily Courier:

Most of the Republican papers of the East look with haughty contempt upon western insurgency in its defiance of the eastern trusts and their friends in the legislative chambers of Washington. Because of this attitude, good Republicans of the East who do not wish to take the word of Democrats for the things that are going on in the political world are blinded to the true situation except for some of the independent magazines. For this reason the moral attitude taken by The Christian Science Monitor, an ideal newspaper of huge circulation, is a great help to the cause of good government. As a judicial and moral view taken by an eastern editor, we take pleasure in reproducing the opinion of The Monitor on Senator Aldrich's reply to the Bristow charges.

ASSOCIATED OIL STARTS IN NOME

TACOMA, Wash.—The Associated Oil Company of California is establishing an extensive plant at Nome and preparing to offer its products to miners at greatly reduced cost compared with prices heretofore obtained by the Standard Oil Company.

F. T. Hutchinson, manager for the Associated Oil Company for Alaska, has leased the John S. Kimball docks at Nome and additional ground on which a number of immense tanks are being erected. The plant will store 60,000 barrels of fuel oil which will be shipped there from California this fall for winter use.

NEW SUBSIDIZED SERVICE OF MAIIS

WELLINGTON, N. Z.—The prime minister, Sir Joseph Ward, Friday informed the house that he had concluded arrangements with the Union Steamship Company of New Zealand for the establishment of a subsidized mail steamship service between New Zealand and San Francisco, by way of Rarotonga (Cook Islands) and Papetei (Society Islands).

The service, he said, would start from Auckland Oct. 22 and mails carried by the vessels would cross the Pacific in 32 days. The government, he added, desired to obtain the Vancouver service for which Canada had asked tender.

RAILROAD BOARD ANNOUNCES NEXT WEEK'S HEARINGS

The Massachusetts board of railroad commissioners at 10:30 o'clock Tuesday morning will consider a petition of the selectmen of Belchertown for the abolition of a grade crossing, and a petition of the Connecticut River Railroad Company for a certificate of exigency.

Wednesday morning at 10:30 o'clock hearings will be given on petitions of the Hampden Railroad Company for a certificate of exigency; of the Springfield & Eastern Street Railway Company for approval of location in Brimfield; the West End Street Railway Company for locations in Boston and Brookline; of the Old Colony Street Railway Company for locations in Raynham and Taunton; and of the Milford, Attleboro & Woonsocket Street Railway Company for a general overhauling.

John J. Fremont, commandant of the yard, is having a motor launch built in which to make his official calls in the harbor. The launch will be equipped with an 80-horsepower gasoline engine, and will have one-man control. It is expected that it will be able to make between sixteen and seventeen knots.

ABINGTON GREETS VETERANS TODAY

ABINGTON, Mass.—The annual reunion of the Twelfth Massachusetts Regiment Association is being held at Grand Army hall today, the veterans being the guests of company G, which was made up of residents of the old town of Abington, now Abington, Rockland and Whitman.

The question of milk transportation will again be taken up by the board on Thursday at 10 o'clock.

ROAD PURCHASES TOWN AT AUCTION

CHICAGO—The village of Clyde, one of the oldest of Chicago's suburbs, has been sold at auction to the Burlington railroad. The property included the sites and the town hall, the schoolhouse, the police and fire department headquarters, several business blocks and some 40 residences. The railroad has made over the 10-room school house for use as offices, and has sold the other buildings. The purchasers will move them to another part of the township about a mile away. The railroad bought the town of Clyde because it was in the way.

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F. T. Hutchinson, manager for the Associated Oil Company for Alaska, has leased the John S. Kimball docks at Nome and additional ground on which a number of immense tanks are being erected. The plant will store 60,000 barrels of fuel oil which will be shipped there from California this fall for winter use.

PLANNING TO BID ON NEW SUBWAY

NEW YORK—The Bradley-Gaffney-Stears Contracting Company, with powerful Tammany connections and backed by the millions of a clique of financiers, believed to be headed by President Mellon of the New York, New Haven & Hartford Railroad Company, is come to an agreement with the public service commission and will bid on the proposed \$125,000,000 Tri-Borough subway route.

WISH EXTRADITION TO BOSTON

Boston police are today preparing to secure the extradition of John Bagley, who is held at Toronto, Ont., on the charge of larceny of \$6000 in connection with forging and uttering worthless checks. It is alleged that last Monday the accused victimized Richard Burton, Boston broker, the Federal Trust Company and the local office of the Canadian Pacific railroad. Complaints have also been made against him for alleged operations of a similar nature in Toronto.

WISH EXTRADITION TO BOSTON

The service, he said, would start from Auckland Oct. 22 and mails carried by the vessels would cross the Pacific in 32 days. The government, he added, desired to obtain the Vancouver service for which Canada had asked tender.

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The Christian Science Monitor
"A DAILY NEWSPAPER FOR THE HOME"

THIS WEEK'S CENSUS FIGURES UP TO DATE BY OFFICIAL RETURNS

This week the census bureau at Washington issued enumeration figures as follows:

Alabama.		
CITY. TOWN OR COUNTY.	1910.	1900.
Mobile	51,521	38,469
Colorado.		
Denver	213,381	133,839
Connecticut.		
Waterbury	73,141	45,850
Indiana.		
New Albany	25,275	24,275
Iowa.		
Boone	10,345	8,880
Michigan.		
Houghton	45,196	27,628
Lansing	31,220	16,482
Saginaw	50,510	42,345
Kalamazoo	39,437	24,404
Missouri.		
St. Louis	687,020	575,231
New Jersey.		
Paterson	125,600	105,171
East Orange	34,371	21,500
New York.		
Buffalo	423,715	352,387
Ohio	168,497	131,822
Pennsylvania.		
Connellsville	12,845	7,160
West Virginia.		
Parkersburg	125,600	105,171
Charleston	34,371	21,500
Wyoming.		
Buffalo	423,715	352,387
Ohio	168,497	131,822
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Connellsville	12,845	7,160
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Ohio	1	

ATTORNEY-GENERAL OF NEW YORK GIVES AUTOMOBILE RULING

Decision Is of Much Interest to Non-Resident Motorists Touring Through the Empire State.

NO SPECIAL PERMIT

ALBANY, N. Y.—Non-resident automobileists who tour in this state are much interested over the ruling recently handed down by E. R. O'Malley, attorney-general of this state, in response to a request from Secretary of State Samuel S. Koenig for a construction of section 285 of the highway law pertaining to the use and operation of motor vehicles in the state of New York under the Calian automobile law, which took effect the first day of this month.

In the opinion reference is made by the secretary of state to the last paragraph of this section of the article, which gives the same exemptions and privileges in New York state to non-resident owners as are granted under the laws of their states to owners of motor vehicles who reside in New York state.

Permits for various periods of time, from sever days upward, are granted by many states to non-resident owners—some for a license fee and others without a license fee. The secretary of state desired to learn if the automobile bureau had power to issue temporary licenses at the same fee and to run the same time as those issued by other states to residents of New York state.

In his opinion Attorney-General O'Malley says that this question should be answered in the negative. He states that section 285 provides that so much of the act as relates to the registration of vehicles shall not apply to such vehicles as are owned by non-residents who have complied with the laws of the state of their residence and who conspicuously display the registration numbers of their own states or territories. This section further states that the provisions of this section, however, shall be operative as to a motor vehicle owned by a non-resident of this state only to the extent that under the laws of the foreign country, state, territory or federal district of his residence like exemptions and privileges are granted to motor vehicles duly registered under the laws of and owned by residents of this state.

The attorney-general very clearly indicates the views in this regard, and the following is quoted from his opinion:

"The words, 'like exemptions and privileges' refer directly to the exemption from registration. That is the only exemption and privilege granted by our law. It is only granted to residents of other states and governments which grant the same to our residents."

"The only person operating a car in this state who need not register his vehicle under our law is a resident of a state, territory, or country which allows residents of this state to operate their motor vehicles within its boundaries without registration. There is nothing in the statute authorizing your office to issue temporary licenses or to grant other special privileges to non-residents."

According to this ruling it is now necessary for all Massachusetts cars to be registered before entering the state of New York. The fees are \$5 for 25-horsepower or less; \$10 for 25-horsepower and less than 35-horsepower; \$15 for 35-horsepower and less than 45-horsepower; \$25 for 50-horsepower and over. Commercial vehicles \$5. One-half of foregoing fees is required for the balance of year 1910. Registration expires Jan. 31, 1911. Owners operating in New York are not required to be licensed, and chauffeurs who are licensed in Massachusetts need not be licensed in New York.

AUTO LAMPS MUST BE LIGHTED.

Aug. 27.....	From 6:58 p. m. to 4:33 a. m.
Aug. 28.....	From 6:58 p. m. to 4:34 a. m.
Aug. 29.....	From 6:55 p. m. to 4:35 a. m.
Aug. 30.....	From 6:53 p. m. to 4:36 a. m.
Aug. 31.....	From 6:51 p. m. to 4:37 a. m.
Sept. 1.....	From 6:48 p. m. to 4:39 a. m.
Sept. 2.....	From 6:46 p. m. to 4:40 a. m.
Sept. 3.....	From 6:40 p. m. to 4:40 a. m.

CATSKILL ROAD TEST AND HILL CLIMB IS ATTRACTIVE EVENT

Automobilists Like This Fixture Because It Combines Pleasure With Test for the Motor Cars.

An automobile tour that is attracting much attention from motorists who are looking for such an event that will combine ample test for the cars and real enjoyment for the tourists is the Catskill reliability and hill-climb which is to be held Sept. 10 to 12 inclusive.

As this run is a combination one which will afford the cars a thorough road test as well as a hill-climbing test, it will serve a double purpose. The route selected is picturesque from start to finish, and is charmingly decked with magnificent rural landscapes with frequent spots of more than ordinary interest. The roads are not of the best variety all the way, as several bad hills and rough stretches dot the course. One hill in particular will be difficult to ascend, and this is Crow Nest mountain. Motorists dodge the hill as much as possible and go from West Point, which is only five miles away, by some other route. For the most part the roads are good and sufficiently severe to prove the quality of a car.

The Motor Contest Association, under whose auspices the contest will be held, has issued entry blanks, and judging from the way entries are coming in the affair will have a good field of contestants.

The start will be made from New York on Saturday morning, Sept. 10, at 7:30 o'clock, but the cars will not check out until assembled in line at Edgewater, N. J. The tourists will rest Sunday in the Catskills and on Monday the hill-climb will take place. The Kaaterskill Clove mountain, which will be the scene of the climb, has been specially prepared for the event under the supervision of an expert road builder.

A good program has been arranged for the hill-climb. The classification will be by price and piston displacement in cubic inches, which is in accordance with the schedule of the rules of the contest board of the American Automobile Association.

A car, to be eligible for competition in the hill-climb, must be a contestant in the tour except for one event, which is open to residents of Catskill vicinity.

The start in all events in the climb will be from a rolling position. Entries close Sept. 7 at noon with E. L. Ferguson, manager of the Motor Contest Association.

PROPELLER DRIVES NEW MOTOR CAR

An average speed of 53 miles an hour was developed by a vehicle which is a combination of automobile and airship. It was tried out on the Indianapolis motor speedway recently.

The propeller was driven by a shaft connected with the drive shaft of the automobile by a link belt. The drive shaft was not connected with the differential.

WORK OF AUTO CHAUFFEUR HIGH-CLASS PROFESSION

The needs and necessary knowledge of the coming chauffeur, and his relations with the owner of an automobile, whether it be a pleasure or commercial vehicle, were recently discussed by E. W. Cameron in the course of which address he said:

"The chauffeur of the present day has placed himself on a par with a profession that can be easily rated as a high-class one. That is to say, a man who enters the automobile profession and makes up his mind to become a thorough and competent chauffeur must in a way do the same thing that a mechanical engineer

TESTING MOTOR CAR CHASSIS BY USE OF FAN DYNAMOMETER

Used by Interstate Automobile Company and Claimed to Have Many Advantages Over Road Test.

One of the most necessary requirements of the motor car industry today is the satisfactory assembly, adjustment and testing of the complete chassis. Upon this basis depends the successful operation of the car in its finished state. Many of the little details are sometimes overlooked and many times important adjustments are not properly made, due to the carelessness in the various assembly and machine departments. No matter how skilled the workmen are or how good the equipment is, it is an accepted fact that many chassis would never meet the demands of the motoring public if they were not completely tested in every respect.

Much time and mileage can be spent in perfecting a new chassis, and defects are still left which are objectionable. This is probably due to the fact that not all road test experts are thoroughly familiar with the adjustments necessary on the complete chassis; and then, too, the final inspector of the chassis cannot get a satisfactory length of road to test on every chassis going through a large plant. To cope with these difficulties a new system of chassis testing has been adopted by the Inter-State Automobile Company, of Munroe, Ind. This system was finally decided upon after various experiments on other brake, fan and power tests. It has already proven its remarkable adaptability to the needs of the chassis testing in the few weeks time it has been in operation.

Its special advantage lies in the continual power test of the complete chassis allowing a thorough adjustment of not only the motor, but of the universal joint, clutch, transmission, propeller shaft and rear axle complete. These adjustments can be made much more easily and efficiently on these chassis test dynamometers than on the road test, as the tester can get close to all moving parts and can locate all valve, crank, connecting rod, universal joint, clutch, transmission and rear drive gear noises with the use of a phonendoscope if necessary.

The efficiency of this method in comparison with road tests can be seen at a glance. Observations of the motive parts of the chassis when running at high speed on the road cannot be properly made as the noise cannot be definitely located when the tester's attention is necessary to keep the car on its course. Then, too, the road test does not put the maximum power on the chassis, except at short intervals, whereas the chassis dynamometer test is a continual high power test giving the chassis a steady resistance and allowing the stiffness to be worked out thoroughly. This new system also keeps the motor cool by the use of a circulating system and this is a very important matter when the motor is new. The water circulating system is connected with the inlet and outlet to join connections with the motor itself.

U. S. SPECIAL AGENT JONES IS ADVOCATE OF ROAD CONGRESS

Attended Second International Meeting at Brussels and Gives His Views Regarding Its Benefits.

MUCH GOOD IS DONE

That there is a great need of an American highway congress is the opinion of Joseph W. Jones, special agent of the department of agriculture to the second international road congress recently held at Brussels, Ger. Not only does he believe that the future development of automobiling in this country calls for such a congress, but he believes that it will do much toward standardizing the construction of roads throughout this country as well as assist in devising the best and cheapest way of maintaining them.

"One of the great lessons of the international road congress," said Mr. Jones, "is the absolute necessity for the introduction of a uniform system of road building throughout the United States similar to the systems which have been adopted in France and Great Britain, where the highways decrease in the width according to the importance of the traffic. From my observation," continued Mr. Jones, "the roads in this country, especially throughout the South, are too wide and lack the requisite depth of foundation necessary to insure permanency. The idea that some highway engineers have of simply laying a foundation of a few inches in depth is altogether wrong, and roads so constructed are expensive to maintain and must be rebuilt in a short time. I consider that the English roads, although the narrowest, are the best roads over which I toured in Europe, especially as the surface was thoroughly tarred and covered with a light coating of sand."

"The Royal Automobile Club of Great Britain, the Automobile Association of London and the Touring Club of France

THE FORD Model "T"

\$900 CAR

Astonished the 10,000 Spectators at the Point Breeze Races

They were surprised to see it give THREE, FOUR and FIVE THOUSAND DOLLAR CARS with THREE and FOUR TIMES its HORSE POWER, the race of their lives.

Look at the score in the six-hour race, compare the power of the different cars, their performance and their price; then draw your own conclusions.

CAR	DRIVER	HORSE POWER	PRICE	1st HOUR	2d HOUR	3d HOUR	4th HOUR	5th HOUR	6th HOUR
KNOX (Oldfield)	6 cyl.	60	\$5000	48	96	133	178	219	261
KLINE (Morton)	6 cyl.	60	\$2650	46	89	122	166	209	245
FORD (Kulick)		20	\$900	43	86	126	165	209	226
CHALMERS (Howard)		40	\$2750	44	81	112	146	184	218
SELDEN (Young)		40	\$3000	34	66	99	136	160	167
DARRACQ (Kerschner)		100	\$6000	46	78	93	—	—	—
PULLMAN (Ringler)		35	\$2000	46	—	—	—	—	—

Mile after mile, hour after hour, the WONDERFUL FORD kept up its consistent running. Despite the fact that it had competed in two ten-mile races previous to the six-hour race, it went through all these events without a particle of tire trouble or engine adjustment. At the end of the first 24 minutes of the sixth hour, it stopped through losing a magneto terminal, which could not be replaced in time to continue the race. When it stopped after 5 hours and 24 minutes of the most consistent running ever seen in a track race, it was second to OLDFIELD'S WINNER GIANT KNOX and 4 miles ahead of the next car. Although it did not compete the last 36 minutes of the race, it had piled up enough miles to get 3d place.

When one takes into consideration that the Darracq was the winner of the Vanderbilt Cup Race, that Oldfield's Knox had taken the measure of racing cars in all parts of the country, and that some of the other cars had made enviable speed records, the true merit of the WONDERFUL FORD performance is made apparent.

WHILE THE PERFORMANCE MAY HAVE SURPRISED THE SPECTATORS AS MUCH AS IT DID OUR COMPETITORS, IT DIDN'T SURPRISE US A PARTICLE. WE KNOW WHAT THIS CAR IS, AND THAT IS WHY WE HAVE ALWAYS CLAIMED AND STILL MAINTAIN:

The Ford Model "T" is the Best Car in the World Selling at Anywhere Near Its Price

Roadster
\$925

Touring Car
\$975

Tourabout
\$975

Delivered in Boston, completely equipped, with top, windshield, speedometer, gas lamps, generator, oil lamps, horn and tools. Other makers charge extra for these necessities.

Ford Motor Company

Boston Branch: 147-153 COLUMBUS AVE.

AUTO NOTES

The New Jersey Automobile and Motor Club now claims to be the largest sectional motoring organization in this country, its numerical strength having reached 2300.

Motor buyers will be more gratified than ever in the 1911 announcement of the Reo Motor Car Company, which, as usual, thoroughly meets the popular demand everywhere for high-grade, reliable, powerful and efficient automobiles at a moderate price. One of the most attractive models in the 1911 Reo line is the model "R" five-passenger four-cylinder 30-horsepower touring car.

The Buick racing team, Louis and Arthur Chevrolet, the great Franco-Swiss drivers, and Burman will not appear at the Indianapolis Motor Speedway in the race meet of Sept. 3 and 5. The team is not to compete on the 2½ mile brick track again this year. Dr. Wadsworth Warren, manager of the team, and the drivers themselves, feel that they have appeared in Indianapolis enough in one season, having been there in the May and July meets.

The Delaware Automobile Association has just received \$100 from the levy court of New Castle county Del., in return for services in enforcing the observance of the automobile laws in the county. The officials of the state association offered some time ago to have the work done for the nominal sum of \$150 a season and have succeeded very well. As a result of the activity of the association's officers and members there is comparatively little speeding and very few accidents have resulted from violation of the law.

CUNNINGHAM TOURING CAR
Product of the oldest and largest coach building concern in America, seating seven persons. 112 base. Sport top. Light running, easy riding. Price \$2800, including steel top, folding glass front, 5 lamps, Prestolite tank, magneto, speedometer, seats, leather, 3x1 and 1½ Q.D. tires, tire holder, full set of tools, jack and tire repair kit.
RETURN MATCH PLANNED.
That the match race between Ralph de Palma and George Robertson at the track of the Belmont Driving Club at Narbeth, a suburb of Philadelphia, on Sept. 24 will be a great contest is confidently anticipated by the Norristown Automobile Club, under whose auspices the meet will be held.

The Morse Car

THE MORSE TOURING CAR is distinctive in type, combining all the qualities which make up a car of reliability, comfort and durability.



All important parts are made of the finest Krupp Steel.

Made in Massachusetts by
THE EASTON MACHINE CO.
OF SOUTH EASTON

BOSTON OFFICE AND SALESROOM: 66 HEREFORD STREET

Telephone Back Bay 2554

Stock Market Closes Quiet, Without Feature

LITTLE FEATURE IS SHOWN IN TRADING FROM DAY TO DAY

The Half Day Session Witnessed Small Volume of Business, Indicating Operations of Professionals.

BOSTON VERY DULL

The total sales on the New York stock exchange for the entire week have been exceeded in a single day on many occasions during the past few weeks. Business has dwindled away this summer to a very small volume and this week was one of the quietest of the season. Speculation during the month of August has been in marked contrast to August of last year, when prices were high and the volume of business large. Harvester and Denver preferred were in fair demand at higher prices today. The trading was very quiet and almost without feature. The opening was irregular and fluctuations were so small that little attention was drawn to any particular issue. The Boston market was very dull. Stocks opened at about last night's closing figures.

International Harvester opened up a point at 96, advanced to 96½ and then sagged back fractionally. Denver & Rio Grande preferred opened off ½ at 69½ and advanced a point during the early sales. Great Western was up a point at 24. United States Steel opened up ½ at 69½, improved a small fraction and then dropped nearly a point before rallying. Union Pacific opened off ½ at 165½ and held around that figure. Reading vibrated within fractional limits around 140½. New York Central opened unchanged at 111 and declined fractionally. The closing was quiet and featureless.

United Fruit was in moderate demand on the local market. It opened up 1½ at 194½ and advanced a point. American Telephone & Telegraph opened unchanged at 134 and advanced fractionally. Superior Copper opened unchanged at 45 and rose a point. Fractional advances were made by Indiana, Isle Royale, Nevada Consolidated and a few other copper stocks.

LONDON—Consolidated displayed firmness and there was bullish sentiment in the mining department and there was some broadening in the late trading. Favorable cotton crop estimates strengthened Egyptian securities.

American railway shares, after hardening, shaded the best figures on profit-taking. Home rails and foreigners were checked at the end.

Other departments closed sluggish, awaiting Monday's settlement carry-over. Rio Tintos were ¼ higher net at 68½.

The continental bourses were quiet in the final dealings.

RAILWAY EARNINGS

DENVER & RIO GRANDE
Fiscal ended June 30. Increase
Gross income \$23,563,437 \$2,680,560
Net income 7,761,483 1,337,486
Total income 9,924,920 2,562,038
Surplus 399,770 112,463

LOUISVILLE & NASHVILLE
Third week August \$1,047,805 \$125,810
From July 1 7,251,655 584,137

CENTRAL OF GEORGIA
July—
Operating revenue \$1,008,018 \$135,079
Total net revenue 300,981 83,329
Operating income 265,081 79,329

VIRGINIA & SOUTHERN
July—
Gross income \$91,453 \$10,663
Net income 28,789 6,486

RUTLAND
Quarter ended July 30.
Total oper. revenue \$829,184 \$45,564
Operating income 209,307 39,063
Net corporate income.. 76,310 48,704
*Decrease.

Weather Predictions

UNITED STATES WEATHER BUREAU PREDICTION FOR BOSTON AND VICINITY: Saturday fair; Sunday fair and warmer; moderate northwest to northeast winds.

WASHINGTON—The U. S. weather bureau predicts weather today as follows for New England and parts of New Jersey, slightly cooler in east portion; Sunday, fair, slightly warmer in west portion; moderate northwest to northeast winds.

TEMPERATURE TODAY.
8 a. m. 62° noon 69
Average temperature yesterday, 74½.

In OTHER CITIES
Montreal 54° St. Louis 68°
Nantucket 68° Chicago 68°
New York 68° St. Paul 72°
Washington 70° Newark 72°
Jacksonville 78° Denver 72°
New Orleans 80° Kansas City 68°
San Francisco 58° Portland, Ore. 62°

ALMANAC FOR TOMORROW.
Sun rises 5:04 Moon rises 11:12 p. m.
Sun sets 6:26 High water 5:03 p. m.
Length of day: 13:22 5:05 a. m., 6:33 p. m.

ALMANAC FOR MONDAY.
Sun rises 5:05 Moon rises a.m.
Sun sets 6:25 High water a.m.
Length of day: 13:20 6:10 a. m., 6:33 p. m.

NEW YORK STOCKS

NEW YORK—The following are the transactions on the New York Stock Exchange, giving the opening, high, low and last sales today:

	Open.	High.	Low.	Last.
Amalgamated	64 ½	64 ½	64 ½	64 ½
Am. Ac. Chemical	42 ½	42	42 ½	43
Am. Beet Sugar	35	36 ½	35	36 ½
Am. Can.	8 ½	8	8 ½	8 ½
Am. Can. & Foun.	48	48	48	48
Am. Hide & Leather	5	5	5	5
Am. II & L. pf.	24 ½	24 ½	24 ½	24 ½
Am. Iron	19 ½	19 ½	19 ½	19 ½
Am. Smelting	68 ½	68 ½	68 ½	68 ½
Am. Tel. & Tel.	133 ½	134 ½	133 ½	134
Athenium	97 ½	98	97 ½	97 ½
Balt. & Ohio	104 ½	104 ½	103 ½	104
Baptistines	2 ½	2 ½	2 ½	2 ½
Bethlehem Steel pf.	58	58 ½	58	58 ½
Brooklyn Transit	74 ½	74 ½	74	74
Canton Leather	33 ½	33 ½	33	33 ½
Chi. & Gt. W. pf. n.	46	46	46	46
Den. & R. Grande	29 ½	30	29 ½	30
Den. & R. pf.	69 ½	70 ½	69 ½	70 ½
Erie	25	25	25	25
General Electric	144 ½	144 ½	142 ½	143
Great Nor. pf.	123 ½	124 ½	123 ½	124
Harvester	96	96 ½	96	96
Hocking C. & L.	3 ½	3 ½	3 ½	3 ½
Inter-Met.	17 ½	17 ½	17 ½	17 ½
Inter-Mot. pf.	48	48	48	48
Iowa Central pf.	30	30	30	30
Kansas & Texas	31 ½	31 ½	31 ½	31 ½
Kan. City 80 pf.	62 ½	62 ½	62 ½	62 ½
Laclede Gas.	102	102	102	102
Minn. & St. Louis	24 ½	24 ½	24 ½	24 ½
M. St. P. & S. St. M.	28 ½	28 ½	28 ½	28 ½
Missouri Pacific	52 ½	52 ½	52 ½	52 ½
N. R. of Mex. 2d pf.	67	67	67	67
N. R. of Mex. 2d pf.	30 ½	30 ½	30 ½	30 ½
Nevada Cons. Cop.	20 ½	20 ½	20 ½	20 ½
N. Y. Central	111	111	110 ½	110 ½
Northern Pacific	113 ½	113 ½	113 ½	113 ½
Northwestern	144	144	144	144
Ohio Central	113 ½	113 ½	113 ½	113 ½
Pennsylvania	128 ½	128 ½	128 ½	128 ½
Pressed Steel Car	34	34	34	34
Reading	140 ½	141 ½	140 ½	140 ½
Rock Island	30 ½	30	30	30
Southern Pacific	113	113	112 ½	112 ½
St. Paul	120	120	119 ½	119 ½
Tennessee Copper	25	25	25	25
Toledo, St. L. & W.	22 ½	22 ½	22 ½	22 ½
Toledo, St. L. & W. pf.	49	49	49	49
U. S. Realty C. & I.	71	71	71	71
U. S. Steel	69 ½	69 ½	69 ½	69 ½
Union Pacific	115 ½	115 ½	115 ½	115 ½
Wabash pf.	36 ½	36 ½	36 ½	36 ½
Wisconsin Central	50	50	50	50

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Am. Beet Sugar	35	36 ½	35	36 ½
Am. Can.	8 ½	8	8 ½	8 ½
Am. Hide & Leather	5	5	5	5
Am. II & L. pf.	24 ½	24 ½	24 ½	24 ½
Am. Iron	19 ½	19 ½	19 ½	19 ½
Am. Smelting	68 ½	68 ½	68 ½	68 ½
Am. Tel. & Tel.	133 ½	134 ½	133 ½	134
Athenium	97 ½	98	97 ½	97 ½
Balt. & Ohio	104 ½	104 ½	103 ½	104
Calumet & Ariz.	60 ½	60 ½	60 ½	60 ½
Copper Range	66 ½	66 ½	66 ½	66 ½
Franklin	11	11 ½	11	11 ½
Green-Canaan	7 ½	7 ½	6 ½	6 ½
Mass	7 ½	7 ½	7 ½	7 ½
Nevada Cons.	20 ½	21	20 ½	20 ½
North Butte	28	28	27 ½	28
Oscob	127	127	127	127
Shannon	10	10	10	10
Superior	45	46	45	46
Trinity	6	6	6	6
U. S. Cons.	23 ½	23 ½	23 ½	23 ½
Winona	8 ½	8 ½	8 ½	8 ½

YIELD BY STATES

NEW YORK—Indications point now to a cotton crop near to the average yield of the past three years. Last year the yield was low, at the total of 10,363,000 bales ginned. The year before the crop was next to the best at 13,432,000 bales, and the year before that the output was a moderate one of 11,326,000 bales. The average of these three representative years is 11,721,000 bales. The majority of estimates now extant put the crop of 1910 at about 11,500,000 bales.

There will be some remarkable changes in yield of the different states this season. West of the Mississippi, a better return is assured, especially in Texas and Oklahoma. The three-year average for Texas alone is 2,847,000 bales, and that of Oklahoma 715,000 bales, compared with last year's yields of 2,549,000 bales and 563,000 bales respectively.

Average yields and that of 1909 compared by states are as given below:

THREE-YEAR LAST YEAR

OPEN, HIGH, LOW, LAST.

TELEPHONES

AMERICAN 154 154 154 154

RAILROADS

BOSTON & ALBANY 220 220 220 220

BOSTON & ELEVATED 126 126 126 126

BOSTON & MAINE 138 138 138 138

UNITED PACIFIC 165 ½ 165 ½ 164 ½ 165

MISCELLANEOUS

AM. AG CHEM. 43 43 43 43

AM. PHARMACEUTICAL 5 5 5 5

Latest Market Reports

Produce Quotations

Shipping

SHIPPING NEWS

Four arrivals were moored at T wharf today with catches of groundfish. They are: The Olive F. Hutchins with 23,000 pounds, N. A. Howe 8800, Nettie 7000 and the F. A. Oaks 5500.

Dealers' prices per hundredweight at T wharf today were: Haddock \$2.25, large cod \$2.75, small \$2.25, hake \$2.25, Pollock \$1.85@2.

One swordfish vessel, the Lillian, arrived at T wharf today with 14 fish, which sold for 14 cents per pound.

Captain McDorman of the steamer Gloucester, has reported to the Chamber of Commerce that the light on Pollock Rip shoals was not burning when his vessel passed it.

Nix Mate bell buoy No. 7 is missing from its station, according to the report of Capt. W. G. Cutler, inspector of the second district.

The Norwegian bark Mataura, Captain Ellingsen, is today preparing to receive its cargo of lumber for Rosario.

PORT OF BOSTON.

Arrived.
Str Everett, Abbott, Baltimore, coal to New England Coal & Coke Co.

Str Yale, Colereth, New York, mds and passengers to Albert Smith.

Str Camden, Brown, Bangor, Me.

Str City of Rockland, Blair, Bath, Me.

Str Bay State, Linsect, Portland, Me.

Str City of Gloucester, Linneken, Gloucester, Mass.

Tug Nottingham, Bennett, Port Johnson, tow bgs C R R of N. J. 3, 8 and 14.

Tug Swatara, Minford, Philadelphia, tow bgs Enterprise (for Lynn), Conewago and Pocopson.

Tug Ontario, Baker, Guttenburg, N. J., tow bgs J H Rutter, Sidney, and Canada.

Tug Fred E Richards, New York, tow bgs R & R L Co 5 (for Stockton), 4 (for Rockland) and 2.

Tug Orion, Howes, Beverly, Mass.

Sch Lewis H Goward, Small, Jacksonville, Fla., lumber; vsl to Crowell & Thurlow.

Sch Henry S Little, Pierce, Philadelphia, coal.

Sch Van Allens Boughton, Haynes, Newport News, 3600 tons coal.

Sch Edith McElroy, Cole, Woodbridge Creek, N. J.

Sch John A Beckerman, Craft, Bayonne, N. J.

Sch Annie (Br.), Doucette, Salmon River, N. S., four days, with 14,000 feet spar piling to DeLong, Seaman & Co.

Sailed.

Str City of Augusta, Savannah; Onondaga, Charleston and Jacksonville; Gloucester, Norfolk; Greecian, Philadelphia; Yale, New York; H M Whitney, do; tugs Swatara, Philadelphia, tow bgs Bast, Burnside and Beechwood; Fred E Richards (from New York), tow bgs R & R L Co 4, for Rockland, and 5, for Stockton; Nottingham, Portland, to pick up bg C R R of N. J. 6, for Port Johnson, calling here for bgs 4 and 5.

NEW YORK ARRIVALS.

NEW YORK—Strs Indramayao, Manila, etc., for Boston; Kaiserin Auguste Victoria MOVEMENTS OF VESSELS.

CAPE HENRY, Aug. 25—Psd in, str Nantucket, Boston, for Baltimore; 28, psd in str Howard, Boston for Newport News and Baltimore.

BALTIMORE, Aug. 26—Arrd, str Maryland, Boston.

PHILADELPHIA, Aug. 26—Arrd, str Indian, Boston.

NEWPORT NEWS, Aug. 25—Sld, str Melrose, Boston; schs William E Domes, do; Elmer M Golder, Providence.

JACKSONVILLE, Aug. 25—Arrd, str Katahdin, Boston.

NORFOLK, Aug. 26—Arrd, strs Prentiss, Hamburg via Boston, Baltimore and

SHIPPING NEWS

PLAN TO PLACE STOCK ON A 10 PER CENT BASIS

Lehigh Valley Railway's Earnings Have Expanded to Such Extent as to Warrant Larger Distribution.

AGGRESSIVE POLICY

Plans are said to be practically complete for placing the common stock of Lehigh Valley on a 10 per cent basis at the time of the dividend declaration the middle of December next.

At the moment Lehigh Valley has \$40,334,800 common stock outstanding, but it will be recalled that on June 22 last stockholders voted themselves a plus by authorizing the issuance of \$20,220,550 additional stock to be offered at par. This stock is payable in four installments of 25 per cent each, the last payment coming due Oct. 21. In other words, the increase in the common dividend rate from 6 per cent to 10 per cent would apply to \$60,555,350 common stock and would entail the annual distribution of \$6,055,350 in dividends instead of \$2,420,088 as has been the case for the last three years.

Lehigh Valley earnings have been expanding to extraordinary proportions. For the late fiscal year the company earned 25 per cent on its \$40,000,000 common and for the last five fiscal years earnings have averaged 19.1 per cent, or 12.7 per cent on the increased capital to be outstanding Oct. 31. In this five-year term share profits have been at least three times the common dividend distribution and if the undivided earnings of its coal subsidiary were taken into consideration a much larger balance of earnings, rising well above the \$10,000,000 mark would have been disclosed.

Lehigh Valley, like Reading and Lackawanna, has been using its coal properties, earnings for other purposes than the payment of dividends. This is borne out by the fact that Lehigh's coal subsidiary at present has a surplus of \$10,000,000.

Under the present management it is planned to pursue a much more aggressive policy in the development of the extremely valuable coal lands owned by Lehigh. For years on the basis of the company's own annual statements coal profits have been far less than other leading anthracite properties. For instance, in the late fiscal year Lehigh produced itself or through lessees some 8,092,940 tons of coal on which net earnings of \$1,136,542 were realized. This is but 14 cents a ton and compares with 11 cents in 1909 and an average of 15 cents over the five years to June 30, 1909. During recent months it is understood that the per ton profit got down as low as 5 cents. Contrasting with this mediocre showing is Reading, with an average profit of 30 cents per ton, Lehigh & Wilkesbarre, producing about 50 per cent as much coal, but making a profit in 1909 of 77 cents per ton and Lackawanna, producing only about 15 per cent more coal than Lehigh, but realizing net earnings of 46 cents per ton.

The financial interests dominant in Lehigh believe that in the proper development of coal earnings lies enough additional share profits to more than make up the \$2,500,000 increase in dividend called for by the placing of the common on a 10 per cent basis in December.

MANY ELECTRIC ORDERS BOOKED

Two thirds of General Electric's enormous \$72,000,000 of gross annual sales has since the beginning of the fiscal year Jan. 1 last been small orders. In the old days \$500,000 and \$1,000,000 orders were not infrequent and were depended upon to hold up the total of a year's sales. Today a \$250,000 order is a rarity. The average value of orders booked in the 11 months to Dec. 31 last was slightly more than \$200. This current year the average value per order promises to go below \$175, while total number of orders received will probably exceed 350,000.

This small order business is positive proof that the electrical industry has now reached a point of permanency where a broad consumptive field for its products is constantly assured. In the coming days when security markets permit of flotation of big power and street railway projects or consolidations, large \$1,000,000 and \$2,000,000 orders will again crop out. General Electric management expects that when the rush of promotion plans in electrical lines again breaks out it will have headway enough to carry the company's gross sales above the \$90,000,000 mark.

NEW YORK BANK STATEMENT.

An increase in the loan account amounting to \$10,460,000 and a small loss in cash were features of the weekly statement of averages of the New York clearing house banks. The surplus was decreased \$2,768,175. The statement in detail follows:

WESTBOUND.
Sailings from Liverpool.
Furnessia, for Glasgow, Sept. 10.
Celtic, for Liverpool, Sept. 10.
Rotterdam and Paris, Sept. 10.
Paris, for Naples and Genoa, Sept. 13.
America, for Naples, Genoa, for Bremen, Sept. 13.
Majestic, for Southampton, Sept. 14.
Campania, for Liverpool, Sept. 14.
Deutschland, for Hamburg, Sept. 14.
Sailings from Bremen.
Ivernia, for Liverpool and Queenstown, Aug. 30.

Increase
Loans \$1,248,254,000 \$10,460,000
Deposits 128,356,320 8,721,500
Reserve 1,000,000 1,000,000
Specie 290,125,100 *1,643,000
Legal tenders 71,811,500 1,049,900
Reserve 370,034,900 5,000,155
Reserve required 329,457,975 2,175,075
Surplus 50,476,285 *2,768,175

MUCH CONCERN IN REGARD TO RUBBER SITUATION ABROAD

Malacca Company's Decision to Discontinue Dividends for the Present Accountable for Unsettlement.

BOOM ABOUT OVER

NEW YORK—While it cannot be said that panicky conditions prevail as far as the English rubber market is concerned, much concern is felt on the other side because of the general depreciation in shares of various companies promoted during the recent plantation rubber movement. The report of the Malacca Company, in which it was stated that there would be no further distribution of dividends for the present, is generally held responsible for the uncertain feeling now prevailing in England in rubber shares. Early this year the Malacca Company declared a dividend of 10 per cent, and immediately following that disbursement a report was circulated that another dividend of like amount would be forthcoming within six months.

Holders of the Malacca stock had generally believed it to be one of the most stable of the companies that had entered the field of plantation rubber. Not only were the shares dealt in England, but also had a large market in Paris, and the unfavorable report had a very disquieting effect there. At one time Malacca shares were selling as high as 90, but the price has now fallen to nearer the 30 mark.

The immense earnings predicted by backers of the plantation companies were more than dubiously received here, especially by those who much preferred to size up rubber conditions by the output from the natural rubber reserves of Brazil, rather than by the so-called "artificial" plantations.

Those who have paid more attention to the rubber situation as considered by the output of the South American countries have had their reward in watching the high prices that still prevail as far as crude rubber is concerned. The output of the plantations does not seem to have affected the price, and those familiar with the industry here declare that, of necessity, it means years before many of these rubber plantations can have an output that will make them serious rivals of the Brazilian output.

Several companies, apparently, in an effort to put some life into the rubber market abroad, have declared a dividend before issuing any report of sales or earnings, hoping, probably, that this would result in tiding over the feeling of uncertainty following the report of the large Malacca company. Even if there are further dividends declared by some of the companies it is considered doubtful that there will be the wild desire to invest in rubber shares that prevailed for many months early in the year.

BOSTON CURB

Stocks.
Acme Consol 6c 5c 5½c
Alma 14c 13½c 13½c
Annual Nevada 3½c 3½c 3½c
Arizona-Canada 29c 20c 20c
Arizona-Michigan 90c 88c 90c
Arizona rights 90c 88c 90c
Big States 33c 32c 32c
Boston Ely 11½c 11½c 11½c
Cactus 11½c 11½c 11½c
Calif. 11½c 11½c 11½c
Champion 11½c 11½c 11½c
Chief 11½c 11½c 11½c
Cimino 15c 14½c 15c
Cortez 2c 2c 2c
Cotton Reserve 27c 27c 27c
Ely Central 6½c 6½c 6½c
Ely 6½c 6½c 6½c
Farnum 10½c 10½c 10½c
Fidelity 60c 60c 60c
Foothills 10½c 10½c 10½c
Goldsboro 2½c 2½c 2½c
Goldfield Consol 8½c 8½c 8½c
Humboldt 95c 95c 95c
Inspiration 8½c 8½c 8½c
Jewell 95c 95c 95c
Lat Rose 7½c 7½c 7½c
Main Valley 7½c 7½c 7½c
Majestic 49c 47c 48c
Mather oil 27c 27c 27c
do pf 1½c 1½c 1½c
Nevada-Utah 69c 60c 69c
Oncor 2½c 2½c 2½c
Oriental Explosives 15c 15c 15c
Russia-Douglas 17c 17c 17c
Rawhide Coal 11c 11c 11c
Rawholt Mining 8c 7½c 8c
Redwood Con. 7½c 7½c 7½c
Santa Isabel 7c 7c 7c
South Lake 8½c 8½c 8½c
Vulture 9½c 9½c 9½c

High. Low. Last.
Stocks.
Acme Consol 6c 5c 5½c
Alma 14c 13½c 13½c
Annual Nevada 3½c 3½c 3½c
Arizona-Canada 29c 20c 20c
Arizona-Michigan 90c 88c 90c
Arizona rights 90c 88c 90c
Big States 33c 32c 32c
Boston Ely 11½c 11½c 11½c
Cactus 11½c 11½c 11½c
Calif. 11½c 11½c 11½c
Champion 11½c 11½c 11½c
Chief 11½c 11½c 11½c
Cimino 15c 14½c 15c
Cortez 2c 2c 2c
Cotton Reserve 27c 27c 27c
Ely Central 6½c 6½c 6½c
Ely 6½c 6½c 6½c
Farnum 10½c 10½c 10½c
Fidelity 60c 60c 60c
Foothills 10½c 10½c 10½c
Goldsboro 2½c 2½c 2½c
Goldfield Consol 8½c 8½c 8½c
Humboldt 95c 95c 95c
Inspiration 8½c 8½c 8½c
Jewell 95c 95c 95c
Lat Rose 7½c 7½c 7½c
Main Valley 7½c 7½c 7½c
Majestic 49c 47c 48c
Mather oil 27c 27c 27c
do pf 1½c 1½c 1½c
Nevada-Utah 69c 60c 69c
Oncor 2½c 2½c 2½c
Oriental Explosives 15c 15c 15c
Russia-Douglas 17c 17c 17c
Rawhide Coal 11c 11c 11c
Rawholt Mining 8c 7½c 8c
Redwood Con. 7½c 7½c 7½c
Santa Isabel 7c 7c 7c
South Lake 8½c 8½c 8½c
Vulture 9½c 9½c 9½c

Open. High. Low. Last.
Stocks.
August 10.85 10.90 10.85 10.82
Sept. 14.35 14.35 14.27 14.27
Oct. 13.20 13.20 13.54 13.54
December 13.54 13.57 13.46 13.46
January 13.53 13.53 13.44 13.44
March 13.59 13.59 13.50 13.50
May 13.63 13.63 13.63 13.63

Potatoes—New potatoes, per bbl, \$1.75

Onions—Connecticut river, per 100-lb bag, \$1.25; native yellow, per bu box, 60¢/65¢.

Poultry—Nearby broilers, 20@21c;

choice northern and eastern fowl, 18c;

Western fowl, 17c; roasting chickens, 25@27c; western chickens, 15c/18c.

Live poultry—Chickens, broilers, per lb, 16@16½c; chickens, 4 lbs and over,

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INCREASED BLAST FURNACE CAPACITY MAKES LOW PRICES

New Construction During the Past Three Years Largely Responsible for Drop to the Present Level.

WORLD PRODUCTION

NEW YORK—The heavy increase in blast furnace capacity over the last three years largely explains the downward tendency of iron prices since Jan. 1. Had it not been for the extensive new construction, it is unlikely that iron prices, within so short a time, would have dropped to a level close to cost of production.

Capacity on June 30 was 38,144,000 tons, and by the first of next year it will have reached the amazing total of 40,228,000. In 1901 the output

THE CHILDREN'S PAGE



THE JUNIOR PHILATELIST

Bi-weekly department covering stamp-collecting interests.

EDITED BY J. RUSSELL REED.
39 Ridge Avenue, Cambridge, Mass.

SCENIC STAMPS.

PERHAPS you have noticed that certain foreign countries place scenes almost exclusively upon their stamps. This is one of the educational features of stamp collecting, for by collecting these stamps one learns what the people of that country dress, what they raise, what kind of houses they live in, means of transportation, methods of agriculture, animals that inhabit the country, etc. Take for instance the stamps of New Zealand, undoubtedly the prettiest ones issued. On nearly all the stamps showing scenes mountains are visible in the background; thus we know that this country is very mountainous. The 1s. red shows two of the native birds, as does the 2p. brown. On the 2s. is shown Milford sound, with mountains rising in the distance. On the 1p. vermilion we find a scene depicting New Zealand art. The colorings of these stamps are very attractive and they are good stamps to collect.

On the Newfoundland 2-cent stamp of 1857-1876 is shown a fish. On the 5-cent is pictured a seal, another re-



PICTURED FOREIGN STAMPS.

source of this country. Looking at the jubilee issue of 1897 we see that the three greatest industries are mining, logging and fishing, all of which are depicted on the 5-cent, 6-cent and 8-cent stamps. The 4-cent olive shows caribou hunting, one of the colony's sports.

Take next the stamps of North Borneo. One gets the impression that this country is pretty well inhabited by elks, crocodiles, monkeys, gorillas, peacocks, etc. Being a wooded country, it makes good homes for these animals and birds. The 16-cent of the 1902 issue shows one of their trains going through a forest. The 12-cent of the 1898 issue shows a crocodile on the bank of a river. A peacock with his tail spread is shown in brilliant colors on the 5-cent 1897 issue.

The stamps of Tasmania show pretty water scenes. The 1m. of Sudan shows an Arab riding a camel—the best means their pictures on them. The result is that of transportation there. Most of the stamps of Egypt show the pyramids and sphinxes which are world-famous.

STAMP-VENDING MACHINE.

The first postmaster of New Brunswick was removed from his office before

serving out his term because he issued a set of stamps with his picture on them, which was contrary to the rules of the postoffice department. Some of the stamps were sent out before the government officials saw them, and they were immediately recalled. However, a few managed to get into circulation and what copies remain are worth hundreds of dollars.

A GENEROUS CONTRIBUTION. A lady in London recently dropped two postage stamps into the contribution box in church. She had received them on a letter from her father from British Guiana in 1850. The minister knew something about stamps and sold them for \$1025. Later on they changed hands for \$2200 and then a Russian collector bought them for \$5000.



MEANING OF CHRISTIAN NAMES.

Susan is Hebrew, a lily. Alma is Latin, the kindly. Guy is French, the leader. Margaret is Greek, a pearl. Rachel is Hebrew, the lamb. Paul is Latin, the small one. Edwin is Saxon, the conqueror. Lionel, Latin, is a little lion. Clara is Latin, the bright one. Hugh is Dutch, the lofty man. Adeline is German, the princess. Martin is Latin, the martial one. Gilbert is Saxon, bright as gold. Lucius is Latin, the shining one. Peter is of Greek origin, the rock. Florence is Latin, the blooming one. Leonard, German name, is lionlike. Ruth is Hebrew, and means beauty. Sophia is Greek, and means wisdom. Sarah, Hebrew name, means princess. Rosamond is Saxon, the rose of peace. Agatha is a Greek name, the good one. Isaac, a Hebrew name, means laughter. Edith and Editha are Saxon, happiness. Roxana is a Persian name, the day dawn.

Harold, the champion, is of Saxon origin.

Eugenia and Eugenie are French, well born.

Constantine is Latin, signifying the resolute.

Deborah is of Hebrew descent, signifying the bee.

Dorcas is from the Greek, signifying a wild rose.—White Mountain Echo.

EDUCATIONAL INSTITUTIONS

MANOR SCHOOL STAMFORD, CONN.

A BOARDING SCHOOL FOR BOYS. Upper and Lower schools comprise all grades from primary to college preparatory.

LOCATION UNSURPASSED. The school buildings, surrounded by spacious and beautifully kept grounds, command a view of Long Island Sound from practically every window.

EQUIPMENT ADEQUATE IN EVERY PARTICULAR. Buildings modern; hot and cold water in every bed room. Bowls, tennis, show boats, symmetrical courts, athletic field, tennis courts.

(The school has for the past two years won the Inter-Preparatory Athletic League Baseball Championship.) Manual Training Department. Special attention will be paid this year to the construction of model aeroplanes.

ATMOSPHERE HOMELIKE AND WHOLESALE. Careful and sympathetic attention given to the needs of each individual boy along the lines of moral development.

THE PHYSICAL WELL BEING OF ITS PUPILS carefully considered. Any necessary assistance promptly and thoroughly given.

INSTRUCTION THOROUGH, SYSTEMATIC AND EFFECTIVE. Its graduates are now in all leading colleges. In educational aim is the training of pupils to concentrate the attention, to observe carefully and thoughtfully, to reason accurately and to think clearly and deeply.

DISCIPLINE FIRM BUT NOT HARSH. The aim of all discipline at Manor School is so to train those entrusted to its care that they shall be pure, honest, obedient, courteous and considerate; most of all, that from an enlightened moral sense they shall gain the power to control their own thought and conduct, shall learn to distinguish right from wrong action, and to choose between them.

For Information and Booklet, Address Louis D. Marriott, M.A., Headmaster, Manor School, Stamford, Conn.

New England CONSERVATORY OF MUSIC

GEORGE W. CHADWICK, Director

SCHOOL YEAR OPENS SEPTEMBER 15, 1910

No school in this country can contribute as much toward a musical education as the New England Conservatory of Music. Every department under special masters. Class or private instruction.

THE FREE PRIVILEGES of lectures, concerts and recitals, the opportunities of ensemble practice and appearing before audiences, and the daily associations are invaluable advantages to the music student.

A NUMBER OF FREE VIOLIN SCHOLARSHIPS AVAILABLE FOR 1910.

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The Organ Course is designed to provide a thorough and complete education as a church organist and choir master; for the advanced pupils there is added to the above a complete equipment as a concert performer. The theoretical studies required for graduation are: Solfeggio and Dictation, Musical Theory, Harmony and Analysis, and Simple Counterpoint. In addition to the above, the pupil is required to attend the lectures on Musical History, Orchestral Instruments and Organ Construction; and the course in Choir-training and Accompanying. Advanced students receive instruction in Orchestral Score-reading, and actual practice in playing upon the organ the wind parts of orchestral scores with the orchestra.

FACILITIES FOR ORGAN PRACTICE. Unparalleled facilities for organ practice are offered by ten pipe organs, each with two manuals, and pedals, of most modern construction, each placed in a well-lighted, sound-proof room. Two complete three-manual organs, and one with two manuals, all of modern construction and equipped with all mechanical accessories, are provided for the instruction rooms, and are also available to advanced students for practice.

THE LARGE ORGAN IN JORDAN HALL is used for concerts and recitals by advanced students.

Pupils received for a single subject as well as for full courses.

THE YEAR BOOK will be sent on application. Office open for Registration Sept. 8.

Address RALPH L. FLANDERS, Manager, Huntington Avenue, Boston, Mass.

See Advertisement of Orchestral, Wind and Other Instruments in Monitor of Aug. 31st

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Prepares girls exclusively for Massachusetts Institute of Technology and other scientific schools. Every teacher a specialist.

HAGAR KURT, Principals

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LORING VILLA SCHOOL

Arlington Heights, BOSTON, MASS.

A home and day school for children,

girls and young ladies, where character

building and academics go hand in hand.

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Fees very moderate. Boys may apply for exception to fees registered for the second year. Ninth Year opens Wed. Sept. 28th. Tuition \$100. Address GEORGE DUDLEY CHURCH, Headmaster.

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Thorough preparation for college or scientific schools. Athletics training.

Gymnasium, field sports. For illustrated catalogue, address Miss E. A. KIMBALL, Principal.

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University Section of Worcester, Mass.

24th year. Superior preparation for New England Colleges. Classes for nursery, primary and special courses.

Given to practical, college preparatory, music and art and elocution.

Home management. Its phases is thoroughly taught. The principles of sanitation, the science of foods, marketing, house furnishing and management, sewing, dressmaking and millinery are studied in a practical way, under the supervision of experts.

Tennis, boating, swimming, riding and other sports are encouraged. Beautiful suburban location. Address G. M. WINSLOW, PR. D., Principal.

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25 years. Payable four lessons in advance. No contracts to sign. Write for complete detailed information. WM. C. DENNIS, Box 625, Berwyn, Ill.

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A Training School for Supervisors of Music Schools. Graduates fill important positions in colleges, city and normal schools.

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For application, apply to J. E. CRANE, Potsdam, N. Y.

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Fitting for College. General courses. The intelligent, energetic, fair-minded girls are accepted according to her needs. Outdoor and indoor sports. MISS M. L. BILLINGS, Headmistress.

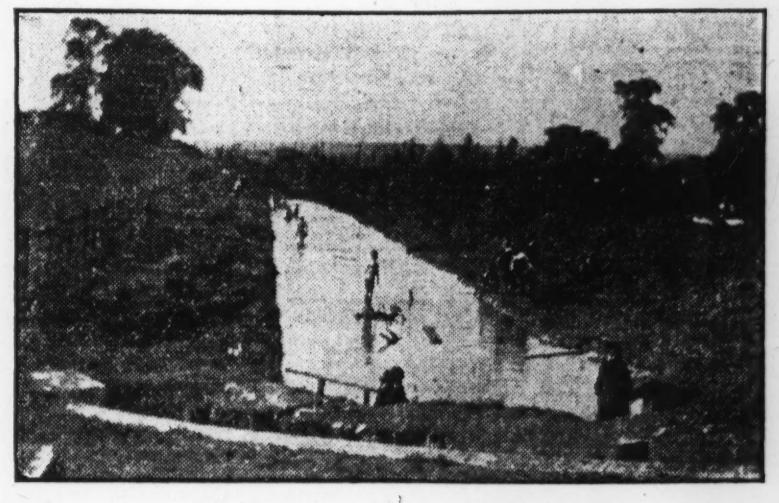
MISS M. E. MARTIN, Associate.

MISS CHAMBERLAYNE'S DAY SCHOOL FOR GIRLS

The Fenway, Number 28, Boston, Mass.

General subjects. Girls admitted to the day school at 13 years of age. Catherine J. Chamberlayne, Principal.

Children's Camera Contest



WATER SPORTS ON A SUMMER'S DAY.

Award to J. L. Baker of Harrow, Eng.

WAKE, LITTLE SEED!

In the heart of a seed,
Buried deep, so deep,
A dear little plant
Lay fast asleep.

"Wake!" said the sunshine,
"And creep to the light."
"Wake!" said the voice
Of the raindrops bright.

The little plant heard,
And it rose to see
What the wonderful
Outside world might be.
—Western Christian Advocate.

Spencer, Ia.; Martha Wheelock, Danvers, Mass.

In The Monitor's camera contest \$1 will be paid for the best photograph received each week. The subjects may be historic places, quaint houses, parks, picturesque landscapes, marine views, river views, old bridges, school gardens or playgrounds, or children at play. With the photograph should be sent a title and the location of the view.

If a suitable description story of not over 200 words comes with the picture, and is used it will be paid for. Write name and address plainly and enclose stamp if return of the picture is desired. Send to "Children's Page," The Christian Science Monitor, Falmouth and St. Paul streets, Boston, Mass.

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Fall Term Begins Oct. 3

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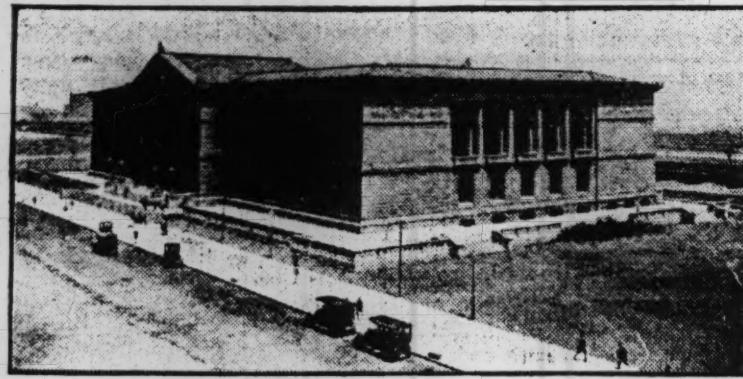
THE BOYESEN SCHOOL

WILL OPEN A

BOARDING DEPARTMENT FOR GIRLS

Over ten years of age on Sept. 28, 1910. Tel. Oakland 2425, or address applications 4901 LAKE AVENUE, CHICAGO.

Art, Artists and Their Work



ART INSTITUTE AT CHICAGO.

The illustration shows the new stone wall and balustrade, forming an architectural terrace surrounding the building and greatly enhancing the appearance of the exterior.

Notice is recently received of the purchase by the Worcester Art Museum of two paintings by Claude Monet. One is from the water lily series of paintings, made in recent years, some of the canvases bearing the dates 1905, 1906 and 1907.

The artist painted the pictures in his own garden at Giverny, where he arranged to have quite a space of low ground artificially submerged and planted a large number of the aquatic plants which he could look down upon from a little bridge, under various conditions of light and weather.

The painting from the series of about 50 which the Worcester Museum has purchased, is one of the rare products of the water lily collection.

The other example bought by the Worcester Art Museum is one of his celebrated series of views of the London bridges over the Thames. This series was the outcome of a visit to England by Monet some 10 years ago, when the effects of the sunlight as seen through the smoky and foggy atmosphere of London greatly interested the painter. The example in Worcester is one of the relatively late impressions, and bears the date of 1903. It shows the solid arched masonry with the water flowing quietly underneath; the bridge crowded with traffic, and beyond are the buildings and chimneys of the great city veiled in a hush mist. This work, like the other Monet, was acquired through Desmond Fitzgerald of Brookline.

Sir Caspar Purdon Clarke, former director of the Metropolitan Museum of Art, New York, having resigned his position, has been appointed European correspondent of the museum with a salary of \$5000 a year.

He recently told the correspondent of the New York Sun that "The huge prices which keep occurring these days are largely artificial, engineered and maintained by the dealers, who play off one buyer against another. Dealers, while keeping up an outward show of competing against one another," he declares, "really act in concert against the dealers."

CHICAGO ART INSTITUTE.

When the 1910 season of the Art Institute school begins next month the older students who have not been in Chicago through the summer will be at the many changes that have taken place, both on the exterior and interior. The 11 new galleries of the east wing have been opened, thus increasing the sky-lighted space by more than one-half. The sky-lighted schoolrooms have been extended, and 11 fine studios, varying in dimensions from 38 by 32 to 28 by 24 feet, have been added to them. A passenger elevator is being installed and plans for further extension and improvement are under consideration.

Around the front and both sides of the building has been constructed a cut-stone wall and stone balustrade, forming an architectural terrace which adds much beauty to the exterior appearance of the building. Michigan boulevard at this point has been widened to 130 feet, with a 25-foot sidewalk on each side.

Henry R. Poore, artist and author, has been secured to lecture upon pictorial composition in December, and will make an exhibition of paintings at the same time. Kenyon Cox may be secured to deliver the Scammon lectures.

Prof. Charles Upton Clark of Yale, Dr. William Norman Guthrie of the University of the South, and Henry Turner Bailey of Massachusetts will appear in the lecture courses. Visits also are expected during the school year from many distinguished artists, among them being Messrs. Benson, Symons, Ben Foster and Blashfield.

During the year the Institute gained 218 life members and lost 446 annual members. The aggregate proceeds from members during the 31 years of the life of the Institute have amounted to \$103,868.16, and the receipts last year amounted to \$55,286.67, a gain of \$12,357.46 over the preceding year. The total was made up of \$28,880 annual dues, \$23,800 entrance fees of new members and \$26,006.67 interest from life membership funds.

The expenses last year for maintaining the galleries, including the Ryerson library and Fullerton Memorial Hall, were \$103,868.16, and the receipts from memberships, door-fees, taxation and other sources were \$119,897.53, leaving a net balance of \$16,029.37.

In the school department the receipts, chiefly from tuition fees, were \$64,300 and the expenses were \$75,400.

The endowment funds increased by \$8,600 and now amount to \$404,700. The Institute also holds real estate, aside from the museum building, worth \$101,195. The total indebtedness is \$143,450.

SOROLLA PAINTING A COLUMBUS.

By commission of Thomas F. Ryan, who is at present in Paris, Senor Sorolla is finishing a picture in Madrid depicting Columbus in the moment of starting out from Palos to discover the New World. The artist has been engaged several months on this work. For some time he had difficulty in finding a model to represent the great navigator, but eventually he succeeded and his model is no less a person than the younger son of Duque de Verga, the acknowledged descendant of Columbus, who strikingly resembles the old portraits of the illustrious navigator. Sorolla made many studies of the

highest honor that artists and literary men aspire to in France has been conferred upon Jules Pagnon, the San Francisco artist, who has been making his home in Paris for some time. He has just been made chevalier of the Legion of Honor in recognition of the excellent work with his brush. The receipt of this honor establishes Mr. Pagnon as one of the leading artists of the world.

People and Events in the Music World

"BOHEMIAN GIRL" PREPARATIONS.

In the Parisian version of "The Bohemian Girl," the Messrs. Aborn have hit upon a novelty for their revival of the popular opera, which will be given at the Boston opera house for two weeks beginning Sept. 19. Balfe prepared this version in 1869, when the opera was given at the Theatre Lyrique, Paris. The work of preparing a more elaborate libretto was given to the Marquis de Saint-Georges. With the new numbers written by Balfe, the opera was extended to five acts. So great was the success of the undertaking that Balfe was decorated with the cross of the Legion of Honor by Napoleon III, and was made commander of Carlos III, by the regent of Spain. This elaborated version of "The Bohemian Girl" is almost unknown to our stage. It is being produced by Edward P. Temple, late stage manager of the Hippodrome, New York.

• • •

No modern opera has excited more curiosity among music lovers than "La Habanera," by the young Spanish composer, Loparria. For over two years American operagoers have anticipated the production of this opera, but it has remained for Henry Russell to give Americans the first opportunity of judging for themselves how true are the favorable reports which have reached this country from abroad. The Covent Garden Royal Opera gave a presentation of "La Habanera" during the season just closed and the opera was hailed with delight by critics and public alike. The presentation at the Boston opera house promises to equal in artistic value the one that Parisians witnessed at the Opera Comique. An unusual feature of the new opera is the fact that the leading male role is given to a baritone and not to a tenor. At the Boston opera house the role will be sung by George Baklanoff, while the principal woman's part will be in the hands of Mlle. Fely Doreyne, and the orchestra will be under the direction of M. Caplet, who comes to Boston heralded as the foremost conductor in the brilliant galaxy of modern French musicians.

• • •

An open-air musical is to be given next Monday afternoon on the lawn of the North Shore Grill Club, Magnolia, Mass. Miss Amy Grant will present the opera "Electra" as a reading, with piano score played by John Denison. The Countess Thamar de Swirsky will appear in Greek and costume dances. The musical is given for the benefit of the Sharon Sanatorium under the following patronage: Mrs. E. F. Bowditch, Mrs. Charles Allen Porter, Mrs. F. L. Higginson, Mrs. Reginald H. Fitz, Mrs. Samuel Carr, Mrs. Robert S. Bradley, Mrs. William H. Moore, Mrs. Adile G. Thayer, Mrs. S. Parkman Blake, Mrs. James McMillan, Mrs. James H. Bell, Mrs. Curtis Guild, Jr., Mrs. Robert Beatrice, Mrs. William H. Jordan, Mrs. Lucia Tuttle, Mrs. George D. Sargent, Mrs. James Marsh Jackson, Mrs. Nathaniel S. Simpkins, Mrs. K. W. Sears, Mrs. William Allen Hayes, Mrs. Walcott H. Johnson, Mrs. Frederick Ayer, Mrs. Fanny M. Faulkner, Mrs. Charles R. Hayden, Mrs. George Lee, Mrs. Lucia Manlius Sargent, Mrs. Godfrey Lowell Cabot, Mrs. Arthur F. Esterbrook.

• • •

At the Imperial opera house, Vienna, 312 representations were given during the season. Of these works five were novelties. Fifty-four composers were drawn

LONDON SEEKS LOSS OF POMPEII ACTED OUT WITH REALISM

LONDON—The sight of gigantic posters declaring in immense type that the "Greatest Show on Earth" is to be seen at sixteenpence a head, is generally a considerable source of attraction and interest to a crowd of very small children, and if a picture goes with the legend, and the artist has been prodigal in color, why then the crowd is in proportion to the realism of the subject depicted. Queen Gertrude's question as to the lady protesting too much, applies to most places where an inordinate amount of profusion precedes a performance that must be taken on trust.

In the gardens of the Crystal Palace there is to be seen a spectacular representation of the "Last Days of Pompeii," with "Great Eruption of Mount Vesuvius," "Chariot Races," and "Herculanum." The scene is laid in the public place or Forum of Pompeii. Some classic buildings, backed by Vesuvius itself, look passably well in the absence of daylight. Behind these gingerbread buildings are the beautiful trees of the garden itself, and beyond is the far-reaching view, which rapidly fades as night approaches.

On an immense arena the spectacle takes place, opening with a chorus only too faintly heard across a very considerable distance. Though there is a story founded on Lord Lytton's novel, it is of the least importance imaginable; the general effect is the thing, the acrobats, processions and, of course, the fireworks display, which is supposed to represent the eruption of Vesuvius.

head of the young nobleman, before commencing his head of Columbus, which he has made to appear more advanced in years.

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BRIEF NOTES.

Scott C. Carbee, who has been painting the portraits of Governor Prouty and Judge J. W. Rowell of Vermont, has completed his task and both portraits are accepted. He has recently been in Boston selecting frames for the portraits. He is to hold an exhibition of his works in Montpelier in the early fall. Further portrait commissions are in view and a busy autumn and winter are expected by Mr. Carbee, who is working hard and achieving deserved success.

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William J. Kaula and his talented wife, Lee Lufkin Kaula, are painting in St. Johnsbury, Vt., this summer, where they will remain until late autumn. They recently held an exhibition of their works in Marquette, Mich.

The highest honor that artists and literary men aspire to in France has been conferred upon Jules Pagnon, the San Francisco artist, who has been making his home in Paris for some time. He has just been made chevalier of the Legion of Honor in recognition of the excellent work with his brush. The receipt of this honor establishes Mr. Pagnon as one of the leading artists of the world.

• • •

Keith's Vaudeville.

Miss Eleanor Gordon and Theodore

upon and of these Richard Wagner's name appeared on the bills on 62 occasions. Gounod's "Faust" possesses attractions for music lovers in Vienna, for this opera was given 13 performances.

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Giacomo Puccini has cabled to Henry Savage that he would personally supervise the latter's production in English of the grand opera based upon Belasco's "Girl of the Golden West." This will mark Mr. Savage's reentry into the field of grand opera in English, and is planned by Mr. Savage to be of even more consequence than his presentations in the vernacular of "Madam Butterfly" or "Parsifal." Mr. Savage received a letter recently from a personal friend dated Milan, in which the new Puccini work is thus referred to:

"I went to pay my respects to Tito Ricordi (Puccini's publisher) and found him just in receipt of telegram from Puccini to the effect that the ink was not yet dry on the last bar of the score. Signor Gatti-Casazza was at the same moment calling upon Ricordi, and expressed himself enthusiastically about the music. You will be pleased to hear that the score of the last act is more beautiful even than any that precedes it."

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Arrangements for the twenty-second annual season of the Pittsburgh exposition, which opens Aug. 31 and closes Oct. 22, are progressing. The music programs will be diversified. Victor Herbert and his orchestra will inaugurate the music season, playing a week's engagement. Walter Damrosch and his New York Symphony orchestra will follow Mr. Herbert Sept. 8, appearing for 10 days.

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In addition to the numerous music festivals previously announced, Munich will have, on Sept. 18-20, a series of performances of French music, under the patronage of the Societe Francaise des Amis de la Musique, and of many eminent French and German musicians and composers. There will be two separate performances and several concerts.

• • •

An open-air musical is to be given next Monday afternoon on the lawn of the North Shore Grill Club, Magnolia, Mass. Miss Amy Grant will present the opera "Electra" as a reading, with piano score played by John Denison. The Countess Thamar de Swirsky will appear in Greek and costume dances. The musical is given for the benefit of the Sharon Sanatorium under the following patronage: Mrs. E. F. Bowditch, Mrs. Charles Allen Porter, Mrs. F. L. Higginson, Mrs. Reginald H. Fitz, Mrs. Samuel Carr, Mrs. Robert S. Bradley, Mrs. William H. Moore, Mrs. Adile G. Thayer, Mrs. S. Parkman Blake, Mrs. James McMillan, Mrs. James H. Bell, Mrs. Curtis Guild, Jr., Mrs. Robert Beatrice, Mrs. William H. Jordan, Mrs. Lucia Tuttle, Mrs. George D. Sargent, Mrs. James Marsh Jackson, Mrs. Nathaniel S. Simpkins, Mrs. K. W. Sears, Mrs. William Allen Hayes, Mrs. Walcott H. Johnson, Mrs. Frederick Ayer, Mrs. Fanny M. Faulkner, Mrs. Charles R. Hayden, Mrs. George Lee, Mrs. Lucia Manlius Sargent, Mrs. Godfrey Lowell Cabot, Mrs. Arthur F. Esterbrook.

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At the Imperial opera house, Vienna, 312 representations were given during the season. Of these works five were novelties. Fifty-four composers were drawn

MODERN ORCHESTRAL INSTRUMENTS--V.

Notes from "Instruments of the Orchestra" by Kathleen Schlesinger. The harp, pianoforte and the instruments of percussion.

THE stringed instruments of the violin type were described in a previous article, leaving the harp and pianoforte to be touched on here.

A harpist is the only woman instrumentalist that the writer remembers to have seen with the players of the Boston Symphony orchestra, except of course solo players. This instrument is a particularly charming one for women, and it was a pretty sight at a notable concert in Boston to see eight young women in their white gowns sitting among the black coats of the orchestra and playing the certain setting, as one recalls it, of "Handel's Largo." When two harps are needed in the orchestra the assistant called in is a woman pupil of the regular harpist of the orchestra. The elegant and beautiful proportions of the harp with its triangular frame have tempted many a romantic lady of the past to be pictured with this stately instrument clasped in her arms, with delicate fingers stretching across the strings.

The origin of the harp is lost in obscurity, though from certain ancient Egyptian representations it is thought that it may have been evolved from the hunter's bow, as the early harps were sometimes merely a bow with several strings. A bow-shaped and a triangular harp are found among Egyptian paintings of the thirteenth century B. C. There were Assyrian harps and the early Irish and Welsh harps like it had no pillar. It was Sebastian Erard, in 1809, who gave us the perfect harp, with double action pedals. It is only since about 1830 that the harp, for all its popularity, has had a place in the orchestra.

The parts of the harp are the pedestal or pedal box, the vertical pillar, the curved neck which conceals the mechanism for stopping the strings, and the inclined convex body in which is set the soundboard. There are seven pedals. In the double action harp the pedals after a first drop can shorten a string a second semitone. The rods worked by the pedals are in the pillar. The soundchest is made of two pieces of wood, generally sycamore, instead of in staves like the mandolin. The flat soundboard is of Swiss pine. The bass of the harp is at the pillar end of the neck, the treble at the body side, where the soundchest is. The bass strings are of steel wire covered. The C strings are usually red and the F blue. They are usually 46 in number and are arranged in the diatonic scale of C-flat major. The compass is usually 6½ octaves. The treble and bass clefs are used in notation.

The harp is the only instrument with fixed tones on which the enharmonic scale can be played, because there are separate notes for sharps, flats and naturals. The appreciable difference between F-sharp and G-flat can thus be detected on the harp as, of course, on the violin, etc.

Chromatic passages cannot be played on the ordinary harp, because the pedal action takes time, so the new chromatic harp gives a separate string for these

The instruments of percussion are divided into classes: A, those with definite pitch, kettledrums, bells, pavilion chimes, glockenspiel, harmonica and the Parsifal bells; B, those of indefinite pitch; bass drum, side drum, triangle, cymbals.

The kettle drum consists of a piece of vellum stretched tight over a hemispherical shell or pan of copper or brass.

The triangle and the cymbals are too simple to need description, and this completes the list of the orchestral instruments.

THE THEATRICAL WORLD

BOSTON THEATERS NEXT WEEK

"My Man," a new play by Forrest Hale and Miss Edith Ellis, comes to the Colonial on Monday evening. The Park opens for the season with "The Climax," a comedy of sentiment. The John Craig stock company opens the season at the Castle Square theater with "The Squaw Man." Continuing attractions are "The Merry Widow" at the Majestic and "The Shepherd King" at the Shubert.

• • •

Grand Opera House—"Brewster's Millions"

Audiences at the Grand opera house next week will have an amusing comedy for their entertainment in "Brewster's Millions," which shows how difficult it was for a young man to get rid of a million dollars in a year in order to win a legacy of seven times that amount.

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Amusement Notes.

"The Climax," a comedy in three acts, by Edward Locke, opens the season at the Park theater Monday evening.

Miss Elsie Ferguson is the character of a young girl who labors in the cotton mills under unhappy conditions in the new play, "A Matter of Money," in which she opens the season Labor Day at the Hollis Street theater. The girl champions her weaker coworkers and attracts the attention of a young superintendent of the mill. Frank Mills and Miss Maggie Fielding are in the company.

Max Figman comes to the Globe theater on Labor Day in an amusing domestic comedy by Miss Edith Ellis, called "Mary Jane's Pa."

Boston will again be glad to see Edward Abeles, formerly in "Brewster's Millions," when he comes to the Tremont on Labor Day in "The Aviator," a new aeronautical comedy.

"The Round Up" has come to be a perennial attraction like "Ben Hur" and "Way Down East." Rapley Holmes will have the role of the fat sheriff when it is seen at the Boston on Labor day.

Sept. 12 "The Arcadians" comes to the Colonial. Later "The Fortune Hunter" will be interpreted by John Craig, Miss Mary Young, Donald Meek, George Hassell, Walter Walker, Bert Young, Wilfred Young, Al Roberts and Miss Mabel Concord. William Parke continues as stage director.

• • •

Castile Square—"The Squaw Man."

John Craig and his players will begin their third season at the Castile Square theater Monday, appearing in "The Squaw Man," a drama by Edwin Milton Royle. The play had a long life with William Faversham, Henry Jewett and others in the title role. Briefly the plot sets forth the adventures of an English younger son who takes upon himself the disgrace due his older brother, goes to a ranch in the American West and marries an Indian girl. The young Englishman in a few years succeeds to the family title, but is bound to the West by his marriage. Out of this arise the complications that make the plot. The piece will be interpreted by John Craig, Miss Mary Young, Donald Meek, George Hassell, Walter Walker, Bert Young, Wilfred Young, Al Roberts and Miss M

Brief News About the State

WINTHROP.

The New England Deaconess Aid Society will hold its annual dinner and business meeting at one of the hotels here, Sept. 6. It is expected that there will be about 250 members present.

Judge Carter and Miss Ruth Carter of New Orleans, La., and Fred C. Croxton, wife and two sons, of Washington, D. C., are here.

Lieut. Charles F. Gammon, formerly military instructor at the Imperial University of Tientsin, China, who is spending the summer in Winthrop, will speak at the Union Congregational church Wednesday on "Present Day China."

Hotel arrivals include: T. E. Johnson, Mr. and Mrs. G. F. Coughlin; Miss Nellie Levean, Willis Regan, Los Angeles, Calif.; Miss Anna Scannell, Charles White, Lowell, E. F. Sanborn, Bowdoin College, Brunswick, Me.; Miss Mary Burke, Miss Lottie Burke, Burlington, Vt.; Miss Mary C. Desmond, Miss Rose Mahan, Stamford Springs, Conn.; J. A. Proctor, Middlebury, Vt.; Mr. and Mrs. John Bagley and daughter, Boise, Idaho; R. J. Dewey, Hartford, Conn.; Emory O. Head, Milford, Conn.

ROCKLAND.

The Maplewood circle is holding a sale in Union hall this afternoon.

The following graduates from the high school in June will enter higher institutions next month: Miss Ruth Donovan, Smith College; Misses Esther Radcliffe and Louise Osgood, St. Lawrence University; Miss Helen Crawford, Radcliffe; Miss Lucy Greenfield, Mt. Holyoke; Miss Emily Kendrigan, Brown University; Misses Marion Mansfield, Mary O'Harey and Annie Grady, State normal school, Bridgewater.

The Rev. Harry Webb of Whitman will preach in the Congregational church Sunday.

The Young People's societies of the Congregational and Baptist churches will hold a union meeting in the former church Sunday evening.

EASTON.

The Oliver Ames High school band will be entertained at Paragon park, Nantasket, Sept. 3. The band will play at Norton Sunday.

Michael Desmond has been made manager of the Oriole baseball team.

The firemen will hold their annual clambake Sunday on the Pickler field. The North Easton A. A. will play the Columbia team of Cambridge at the Plains this afternoon.

Daniel H. Whyte and William N. Craig have inspected the children's gardens, planted to compete for the prizes offered by Miss Mary S. Ames. There are about 200 contestants. The prizes will be awarded at the Easton grange fair next month.

WAKEFIELD.

Extended experiments will be made by the highway department with the water gas oil from the light plant, which the town may adopt as a dust layer for the streets in place of water.

Miss Ella MacKenzie of Reynolds avenue has been appointed master's assistant at the Marshall Spring school at Watertown.

MALDEN.

Congressman Roberts has accepted the invitation of the Republican city committee to speak at its annual outing at Nahant Aug. 31. Senator Lodge, Cousin Glidden and others will be there.

Miss Edith Kay of Clifton street has accepted an appointment as secretary to Bishop Root of Hankow, China, and will leave Boston Sept. 5 for San Francisco and thence to her destination.

Work was commenced Friday on the extension of the Linden sewer by the street and water commission. The metropolitan sewerage commission and the city officials are now holding conferences relative to the purchase of the property.

More than a hundred signatures have been secured to the petition to have the Boston & Northern railway double track its line from Malden square to Revere Beach. Only 50 signatures were necessary to properly bring the matter before the Malden aldermen for action. The latter will ask for joint sessions with the Saugus and Revere selectmen to secure a united action.

WATERTOWN.

On Monday evening the selectmen are expected to settle the date of the first town meeting after the summer vacation.

The band concerts which have been held throughout the summer on the Charles river speedway, have been discontinued.

The new vault in the town clerk's office, for which the town appropriated \$100, has been completed and Town Clerk Maguire has commenced his task of filing the records in the new apartment.

QUINCY.

At the fair of the Hough's Neck Ladies' Association Friday evening, the following contributed a comedy: William Rivpert, Miss Jennie Boutilier, Henry Boutilier, William Rupert, Miss Alice Stewart and Miss Bernice McCarthy.

The Tubular Rivet & Stud Company is about to build another brick addition to its works.

Harold B. Bryant, Harvard '10, has been appointed submaster of the high school at Glastonbury, Conn.

The Rev. George C. Knapp of Auburndale will preach in Bethany Congregational church Sunday and the Rev. D. F. Atherton of Abington in the Park and Downs Congregational church.

CHELSEA.

Mrs. Elizabeth P. Tenney has sold her estate at 111 Fremont avenue to T. Roberts, who is to occupy it at once. Mrs. Tenney's removal from Chelsea will be greatly regretted. She was one of the charter members of the Chelsea Woman's Club and for two years its president, also for several years president of the Winnimissum Union of the First Congregational church, and present president of a philanthropic organization.

The new maple floors in the auditorium of the town hall and in the selectmen's room will be completed by Sept. 1.

The two months of union services of the Baptist and Congregational churches will end Sunday and the Congregational church will resume services in the town hall, Sept. 3. The Rev. Austin Rice will preach Sunday.

The open-air meeting under the auspices of the Y. M. C. A. on the park Sunday afternoon will be in charge of Capt. John Perkins of the "Valora."

EAST BRIDGEWATER.

The East Bridgewater Board of Trade will resume its regular sessions Sept. 7. President Cleveland A. Chandler is arranging the list of working committees.

The work of improving the interior of the Union Congregational church will be completed in time for the resumption of services in September.

MIDDLEBORO.

By the will of the late Elizabeth C. McFarlin the Methodist church of this town will receive \$100.

The trains which pass through here daily for Boston are filled with returning summer visitors.

The Rev. Reynard Lawrence of Raynham, a former pastor of the Baptist church in this town, will close his duties as pastor of the Raynham church next month to engage in farming on Long Island.

HOLBROOK.

Norfolk Union lodge of Masons will play Norfolk Lodge K. B. ball team on the playground this afternoon.

Laurel Temple, Pythian Sisters, held an entertainment in Pythian hall, Friday evening.

Mr. Taft Sees Grandfather's Pew

Head of the nation enjoys visit to historic edifice in Massachusetts.

WHERE PRESIDENT'S ANCESTOR WORSHIPPED.

Pew in the First Unitarian church in Mendon, Mass., where Samuel D. Torrey, Mr. Taft's father performed his devotions.

MENDON.—President William H. Taft, accompanied by Governor Draper, Secretary Norton, Captain Butt and other notables, when in Mendon, the "mother" town of this vicinity, last Friday, visited the First Unitarian church, where he was shown the pew in which his maternal grandfather, Dr. Samuel D. Torrey, sat.

BROCKTON.

George L. Farley, superintendent of schools, expects that there will be a larger number in the entering classes Sept. 6 than there was last year. Last year there were 8642 pupils enrolled, and later in the month the total was 9200.

The Brockton Agricultural Society has appointed as a reception committee to entertain the Governors of New England states, on Governors' day at the fair: Walter Rapp, Calvin R. Barrett, Horace Richmond, Frank S. Farnum, Frank L. Erskine, former Mayor John S. Kent, Walter T. Stall, Horace A. Keith, S. Heath Rich, Stanner T. Packard and Piercy G. Flint.

Willow and Anchor lodges, I. O. O. F., M. U., will attend service at St. Paul's Episcopal church Oct. 16, following a church parade, and the Rev. David B. Matthews will preach the sermon. The committee of arrangements consists of Charles E. Russell, Thomas I. Hancock, Isaac Stevenson, from Anchor lodge, and Arthur Wells, William Swann and Patrick Donahue from Willow lodge.

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New Arguments Against War May Convince Kaiser

Englishman's book which contends that conquest is both impossible and useless brought to his notice by Prince of Monaco.

WILL Emperor William of Germany, the "war lord," staggered by the gigantic cost of armaments, become the "peace lord" of Europe? This is a question which just now is occupying the attention of the Prince of Monaco and other students of internationalism and advocates of universal peace.

The question has arisen as the result of an interview that the Prince of Monaco and some of his associates in the international work had with the Emperor at the regatta at Kiel this summer, at which the Emperor's attention was called to a book recently published in London in which the impossibility of a conquest of England by Germany or of Germany by England, owing to the complexity of modern business relations, is set forth.

U. J. Ledon, of the international school of peace, who is in charge of the department of the work that has to do with business organizations, has recently returned to Boston from a European tour in the interests of the cause, and brings the story of the German Emperor's interest in the peace project. The Prince of Monaco is said to be a close friend of the German Emperor who visits his capital every year. The prince is the founder of the Institut International de la Paix, established in 1903 for the publication of works concerning international law, the solution of international differences and statistics on war and armaments. This institute has its seat in Monaco and comprises 45 members. Alfred H. Fried is secretary. Jointly with the Institut International de la Bibliographie it has charge of the publication of the *Annuaire de la Vie Internationale*.

Both the Prince of Monaco and Secretary Fried had been intensely interested in a book published this summer in London entitled "Europe's Optical Illusion." This book is the work of a prominent newspaper writer, disguised himself under the pen name "Norman Angel." On the occasion of Emperor William's visit to Kiel this summer the Prince of Monaco believed the time opportune to try to persuade the imperial visitor to lead a universal peace movement. This book was presented as one of the arguments, and the Emperor was induced to read it. The monarch is said to have been much impressed by the points brought out, and it is stated that the effect of the episode upon the German armament policy is awaited with great interest.

Again he asserts: "The wealth, prosperity and well-being of a nation depend in no way upon its political power. Otherwise we should find the commercial prosperity and social well-being of the smaller nations which exer-

cise no political power manifestly below that of the great nations which control Europe, whereas this is not the case. The population of states like Switzerland, Holland, Belgium, Denmark and Sweden are in every way as prosperous as the citizens of states like Germany, Russia, Austria and France. The trade per capita of the small nations is in excess of the trade per capita of the great."

There follows this remarkable passage: "No nation could gain any great advantage by the conquest of the British colonies, and Great Britain could not suffer material damage by their loss; however much such loss would be regretted on sentimental grounds, and as rendering less easy certain useful social cooperation between kindred peoples. For the British colonies are, in fact, independent nations in alliance with the mother country, to whom they are no source of tribute, or economic profit, the economic relations being settled, not by the mother country, but by the colonies. Economically, England would gain by their formal separation, since she would be relieved of the cost of their defense."

"Their loss, involving, therefore, no change in economic fact (beyond saving the mother country the cost of their defense) could not therefore involve the ruin of the empire and the starvation of the mother country, as those who commonly treat of such a contingency are apt to aver. As England is not able to exact tribute or economic advantage, it is inconceivable that any other country necessarily less experienced in colonial management would be able to succeed where England had failed, especially in view of the past history of the Spanish, Portuguese, French and British colonial empires."

It is not to be presumed, therefore,

that any European nation would attempt the desperately expensive business of the conquest of England for the purpose of making an experiment with her colonies which all colonial history shows to be doomed to failure."

The author lays it down as a general law: "That as the only possible policy in our day for a conqueror to pursue is to leave the wealth of a territory in the complete possession of the individuals inhabiting that territory, it is a logical fallacy and an optical illusion in Europe to regard a nation as increasing its wealth when it increases its territory, because when a province or state is annexed the population who are the real and only owners of the wealth therein are also annexed, and the conqueror gets nothing."

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ALSO 125,000 SQ. FT. of choice restricted building lots in easy terms. H. A. S. 46 Rockledge Road, Newton Highlands.

Phone Newton South 632-3.

FOR

CAMBRIDGE

REAL ESTATE

Apply to

A. R. HENDERSON

Abbot Bldg., Harvard Square, Cambridge

Houses for rent and for sale, modern heated apartments and modern offices and business quarters for rent. Cambridge property bought and sold.

WEST NEWTON

HOUSE 11 ROOMS, fine stable, 17,000 ft.

land, location commanding fine view;

special price to quick buyer. ALVORD

BROS., 39 Milk St.

NEWTON HIGHLANDS—Modern house

125,000, \$1000 less than value, 8 rooms, near

depot and electric; 6000 ft. land. ALVORD

BROS., 39 Milk St.

ANOTHER for \$5000, 9 rooms, open

plumbing; 25,000 ft. land; your own terms.

ALVORD BROS., 39 Milk St.

STURTEVANT BROS.

230 Washington St.

3750 Bridgewater estate, one of the most

attractive in N. E. borders. lake

beautiful 10-room house, stable, garage,

steamer, etc., 6000 ft. land; 22,000 ft.

steam heat, open plumbing, pure

spring aqueduct water, choice lot fruit

trees, shade trees, 2 barns 40x100 and

icehouse, tool house, wash house, blacksmith shop, etc.; all good; one of the best farms in the county. Details post.

ALVORD BROS., 39 Milk St.

Brookline—Longwood

VERY DESIRABLE new apartments of

6 rooms, bath, 3 large sunny front rooms,

servants' room, continuous hot water

service, etc., 6000 ft. land; 22,000 ft.

steam heat, open plumbing, pure

spring aqueduct water, choice lot fruit

trees, shade trees, 2 barns 40x100 and

icehouse, tool house, wash house, blacksmith shop, etc.; all good; one of the best farms in the county. Details post.

BEAUTIFUL Summer Home, \$4000

TWO ACRES IN CO. H. COTTAGE

house, painted and shingled, stone foundation,

grand view of mts., forest and village,

splendid neighborhood, only a mile to depot, very good advantages, main drive; early fruit; 6000 ft. land; 22,000 ft.

steam heat, open plumbing, pure

spring aqueduct water, choice lot fruit

trees, shade trees, 2 barns 40x100 and

icehouse, tool house, wash house, blacksmith shop, etc.; all good; one of the best farms in the county. Details post.

BEAUTIFUL Apartments

FOR SALE—High-class new brick build

in largest city of Southern Texas; 27

rooms, instantaneus gas and steam heat,

electric light and electric running

water, bath, etc., 6000 ft. land; 22,000 ft.

steam heat, open plumbing, pure

spring aqueduct water, choice lot fruit

trees, shade trees, 2 barns 40x100 and

icehouse, tool house, wash house, blacksmith shop, etc.; all good; one of the best farms in the county. Details post.

FINE 11-ROOM 2 FAMILY HOME

all improvements including h. w. heat, lot

of 14,000 square feet; room for 2 more

bedrooms, dining room, kitchen, etc.

apply to Mr. L. C. COLE, 113 Newbury St.

ETC., 113 Newbury St., Boston.

TO LET—In Lexington, house for

rent, 1000 ft. land; several minutes

from town, etc., etc. Apply to Mr. L. C. COLE, 113 Newbury St.

ETC., 113 Newbury St., Boston.

TO LET—2 and 3 room suites

in Brookline, 113 Newbury St.

ETC., 113 Newbury St., Boston.

TO LET—3 room suites

in Brookline, 113 Newbury St.

ETC., 113 Newbury St., Boston.

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Telephone

Your advertisement to 4800 B. B.
or, if preferred, a representative
will call to discuss advertising.

REAL ESTATE

REAL ESTATE

REAL ESTATE

*This Magnificent Estate at
CHESTNUT HILL
CAN BE BOUGHT RIGHT*

For plans, photographs and full details consult

FRANK A. RUSSELL

113 Devonshire St., Boston, or
Coolidge Corner, Brookline

Phones 110 Main, 1750 Brookline

NEWS OF THE REALTY MARKET

DESIGN OF THESE APARTMENTS IS ATTRACTIVE.

The motley of the architecture found in so many large apartment houses is done away in these new suites which are now nearing completion on Princeton, Quint and Parkvale avenues, Allston.

Local real estate brokers are almost unanimous in the opinion that the realty market has picked up some this week and from now on increased activity, not only in the sale of property, but in rents and all the other various branches of the business, is looked for. From now until snow flies vacant land will be in demand and particularly on Labor day will many persons visit the various tracts that have lately been opened up at the seashore and in the country.

One big local realty firm, the Edward T. Harrington Company, reports that the month of August has been the best for the sale of high-class country estates in the history of its organization. This company now has contracts signed for the purchase and sale of five country estates, ranging in price from \$10,000 to \$15,000.

The Back Bay, North and West Ends have had no sales this week, one of the latest sales in the North End being of the property numbered 400 to 404 Commonwealth street, junction of Holden street. The tax valuation is \$60,000, of which amount \$10,000 is in 1000 square feet of land and the remainder on seven brick dormer chimneys and two story tall. The John P. Webster estate sells to Andrew J. Pease.

Daniel Colman has just sold to Folly Hall, a four-story and basement stone house on Franklin street, running through to Frank street, between Bowditch and North Andover streets, West End. The total value is \$14,000, of which \$10,000 is in the 1200 square feet of land.

BOSTON—DUXBURY.—The sale of the frame house with 4140 square feet of land at 72 Washington street, near the corner of Bowditch, has gone to market, the present being Elizabeth G. Collier and the buyer Morris E. French, who buys for occupancy. The house is located by the river and with 2000 square feet of land, it is a frame house with

a total taxed value of \$6400, the land being rated at \$1000.

Moses Williams and Ralph B. Williams, trustees, have sold a lot of land on Dunster road, Jamaica Plain, to Martin Flynn, containing 4200 square feet, assessed for \$1800. Mr. Flynn has begun the erection of a handsome two-family frame house for investment.

Robert T. Fowler represented the grantors and Joseph Balch the grantee. Mr. Fowler has sold to Harry D. Kelvin a new frame dwelling numbered 126 Bellevue street, West Roxbury, not yet finished. The advertised price was \$6200. There are about 2600 square feet of land.

Through his Roslindale office, Mr. Fowler has sold a lot of land on Aldrich street, near the corner of Berry street, for Daniel S. Smith to Edward Hayes. The lot contains 4200 square feet and it is assessed for \$4000.

Papers have gone on record in the sale of another estate in Dorchester, being at 125 King street, near the corner of Mephisto avenue. It was owned by Israel Arnold, who sells to Jacob Simpson, who buys for occupancy. The total rating is \$2000, there being a frame house with 2600 square feet of land, the assessed value of the latter being \$1000.

One of the block of new frame apartment houses being erected on Wilcock street, off Blue Hill boulevard, Dorchester, has been sold by Joseph L. Stewart to Mary E. Wilson, who buys for occupancy. There are about 4000 square feet of land. The house is not yet assessed.

Property on Weston street, near the corner of Bowditch street, has just been purchased by John H. O'Neill from Lester S. Keen. It is taxed for \$2750, there being a frame house standing on 2000 square feet of land, rated at \$700. The new owner buys for occupancy.

SALE BY HENRY W. SAVAGE.—Brookline Two-Family House.—Henry W. Savage reports that he has

sold for Franklin D. Adams of Brookline a frame two-family house numbered 33 Summit avenue, Brookline. The lot contains 4625 square feet of land and is taxed for \$3200, the whole estate being sold for \$11,700. The purchaser is Mrs. Minnie E. Spear of Boston.

Framingham, Mass.

Final papers have also gone to record through the same office in the sale of farm property situated in Framingham, Mass., consisting of 14 acres of land, a seven-room house, barn and poultry house. Charles A. Morrill transferred to Frederick and Marie F. Anderson, who intend to make extensive improvements.

Saxtons Farm.

The property known as the Parker place, situated on Central street, Saxtons, Mass., consisting of 11 acres of land, an eight-room house, stable and poultry houses and fine pine grove, has also been sold by this broker. This property borders on the Sudbury river. The purchaser is S. L. Lee.

Reading, Mass.

Final papers have gone to record in the sale of property situated on King street, Reading, Mass., consisting of an eight-room house, with all modern conveniences, and about 6500 square feet of land. Betsy Symonds conveyed to A. H. Nash.

Alton Sale.

James T. F. McGarry has sold his single 2½-story frame dwelling house, together with 3700 square feet of land, located at 5 Flax terrace, Melrose Highlands, consisting of a frame dwelling house with hot water heat and all modern improvements, and 6000 sq. ft. of land.

NEWPORT, R. I.

This is the height of the season at America's most exclusive summer resort. Consequently buyers have been numerous

Classified Real Estate

Telephone

Your advertisement to 4800 B. B.
or, if preferred, a representative
will call to discuss advertising.

REAL ESTATE

ATLANTIC-BY-THE-SEA
ELEGANT HOME-SITES and HOUSES on Quincy Bay and Metro-
politan Boulevard

ALL-THE-YEAR-ROUND HOMES Five Miles from State House

5 miles from Boston, 1½ miles from Quincy Bay, 1½ miles from the ocean.

PRICES RIGHT TERMS EASY

Bathing Yachting Fishing

We have for sale over beautiful places at Cliffside, Shores, Atlantic, Shores, and in fact in every section of Greater Boston. We have the most beautiful farms within a 10-mile radius, and would be pleased to show you our lot. Write us, drop in.

CHARLES M. CONANT, 640 Old South Bldg.

FARMS

A pure country property situated on a farm at 1½ miles from the ocean, contains house of 6 rooms, and large apple orchard; price \$1000.

15-Acre farm; 8-room house, barn, 1 mile from the ocean, contains house of 6 rooms; suitable for permanent home or a beautiful place; fruit, etc.; only \$1200.

Also a tract with unceasing view suitable for permanent home or beach; will sell divided in lots of 3 acres or more; good soil; good house; well adapted for fruit, especially apples.

The above properties would be very convenient for parties doing business in Boston to have summer homes or all the year round, farm, as the railroad, service is excellent.

FRANK A. CARNES & CO.
640 OLD SOUTH BUILDING,
BOSTON, MASS.

**BACK BAY HOUSES
FOR SALE.**

TO LET

J. D. K. WILLIS & CO.

boulevard nears completion the lots upon it are rapidly being purchased. Buyers find unusual land, in that it is all rich garden soil now yielding enormous crops, so that every home can have its own truck farm. A few of the sales made the past week by the Edward T. Harrington Company follow:

Lot 842 on Broadway containing 4600 square feet, to William and Ellen Mountain; lot 247 on Davis street, containing 4800 square feet, to John J. Halloran; lot 642 on Broadway, containing 4600 square feet, to C. B. Goudsy; lot 646 on Squire road, containing 4500 square feet, to M. A. Daley; lot 235 on Stark avenue, containing 5000 square feet, to G. Fraser; lot 226 on Davis street, containing 4413 square feet, to P. E. Kelley. The Squire Real Estate Trust was the grantor.

MANY SALES THIS WEEK.—Many transactions have been put through during the past few days by the Edward T. Harrington Company.

Deeds have gone to record conveying title to the property at 23-28-31 Flagg street, Roxbury, comprising three brick apartment houses and 4000 square feet of land, all assessed on a valuation of \$6000. Daniel J. Ahern or Boston was the purchaser, who in turn resold the property. The heirs of Edward C. Turner were the grantors and Edward T. Harrington Company the brokers.

NEW ALLSTON APARTMENTS.—Many persons desire to live within a few minutes trolley or steam train ride of the city, while at the same time being far enough removed from it to be amid suburban scenery and where there is plenty of fresh air. Allston, which is really a part of Boston, has come into prominence as a place of fine apartments and one of the latest additions to this class of residence is shown by the accompanying illustration. This block is brand new and is unique in its construction inasmuch as its component parts or suites have the appearance of private dwellings. The apartments are now ready to be shown to prospective tenants and will be ready for occupancy by Sept. 15. The block faces on three streets, Princeton, Avenue, Quint and Parkvale, and is situated on the Hudson street, Chaplinville, Northboro, to H. J. Damon, who has bought for a summer home. Edward T. Harrington Company were the brokers.

Bedford Farm.

Five figures represent the purchase price in the sale of the Harriet F. Wood farm located on the main thoroughfare from Lexington to Bedford near the center of the town of Bedford, within two or three minutes of steam or electric roads. There are 50 acres of valuable farming land, upon which is an attractive set of buildings in excellent condition. With the property was sold the hay, growing crops and stock and tools.

The buyer was James R. Carty of Concord, who secures, in this, what is hard to find on one estate, good buildings and good land—and what would be termed a village farm—within 13 miles of Boston. Edward T. Harrington Company were the brokers.

WORCESTERSHIRE RESIDENCE SOLD.

The heirs of Ezra W. Chapin have sold the modernized 10-room house, stable and about half an acre of land, situated on Hudson street, Chaplinville, Northboro, to H. J. Damon, who has bought for a summer home. Edward T. Harrington Company were the brokers.

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WINTER HILL, SOMERVILLE

FOR SALE—Very desirable 10-room house on one of the best streets; corner location and in fine condition; any one wanting a reduced home should see this house. Address: J. H. DIBBLE, Madison, N. H.

DO YOU WANT TO BUY A COUNTRY HOME IN NEW ENGLAND?—This is the question for sale of estates, not for farms. White Mountain. Well worth seeing. Price reduced for fall sale. Send for description. J. H. DIBBLE, Madison, N. H.

for the First Beach Land Company's land. Ten lots were sold this week, of which the following are some:

To G. Herbert Patterson of 8 Burney street, Newport, lots 123, 124 and 125, having a frontage of 150 feet on Reservoir road, and 135 feet on Burney avenue, and containing 30,575 square feet. The trustees of Newport First Beach Land Company of Newport were the grantors.

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Those wishing to use this page for a Free Advertisement must write their advertisement on the blank on page 5.

Classified Advertisements

SPACE IS NOT GIVEN ON THIS PAGE TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

The advertisements upon this page are inserted free and persons interested must exercise discretion in all correspondence concerning the same.

BOSTON AND N. E.

EASTERN STATES

CENTRAL STATES

HELP WANTED—MALE

BOOKKEEPER wanted; one with retail dry goods experience preferred; permanent position. Apply to J. R. Smith, main office, JAMES A. HOUSETON CO., Boston, 31.

BOOKKEEPER wanted; young man capable of learning duties of office manager. Address by writing LEWIS BROOM & DUNN CO., Worcester, Mass., 31.

BORING MILL OPERATOR wanted, LEWIS EMP. AGENCY, J. R. Smith bldg., Holyoke, Mass., 31.

MOTORMAN wanted; several first-class men with good references; must be experienced. Write, enclosing stamp, to the BRECK'S, 406 Washington St., Boston, 31.

BOY wanted (Roxbury); \$5. BRECK'S, 406 Washington St., Boston, 31.

BOY wanted (Cambridge or Somerville); \$5. BRECK'S, 406 Washington St., Boston, 30.

BOY wanted (Winchester); \$6. BRECK'S, 406 Washington St., Boston, 30.

BOOKLAYERS wanted; 6 months' job, work, WILEY & CO., Pitsburgh, 31.

CABINET MAKERS wanted, LEWIS EMP. AGENCY, J. R. Smith bldg., Holyoke, Mass., 31.

CARPENTERS—all-around carpenter wanted for steady positions the year round; open shop. Write at once, enclosing references, to the BERKSHIRE EMP. BUREAU, room 22, New Miller bldg., East Pittsfield, Mass., 31.

CARPENTERS wanted; first class. LEWIS EMP. AGENCY, J. R. Smith bldg., Holyoke, Mass., 31.

CHEF, first class, during the month of September; \$100 per month. Permanent position. Inquire NEW MANCHSTER HOUSE, Thomas Lord, prop., Manchester, N. H., 27.

CLEANER—Experienced colored man to clean houses and wash laundry. \$10 per week; steady job. BROOKS CLEANING CO., 51 Merrimac st., Lowell, Mass., 31.

CLERK—American man (25-35), bright active, quick and accurate at figures, good plan, good knowledge of manufacturing plant. JOHN C. MEYER & CO., 1800 Middlesex st., Lowell, Mass., 30.

COLORED BOYS; \$4. BRECK'S, 406 Washington St., Boston, 30.

COUPON CUTTER wanted. LITTLEFIELD PRINTING CO., 16 Boyl. St., Lynn, Mass., 30.

COMPOSITOR wanted; steady position. ARGUS ADVOCATE, 32 Central sq., East Boston, Mass., 1.

COOKS, meat, order and all-round for hotel and restaurant positions. CONCORD EMP. AGCY., Concord, N. H., 27.

COUNTY BOX to learn grocery business; \$6.75. BRECK'S, 406 Washington St., Boston, 30.

COUNTRY YOUNG MEN, 21 to 35, for insurance work; no experience required. BRECK'S BUREAU, 406 Washington St., Boston, 30.

CUTTER wanted in custom for department; experience; also a tailor. Apply to W. A. Hawkins, JORDAN MARSH CO., Boston, 30.

CYLINDER FEEDERS wanted. Apply JOHN WORLEY CO., 42 Stanhope st., Boston, 30.

CYLINDER PRESS FEEDER who can work on job present to THE MUDGE PRESS, 57 Franklin st., Boston, 26.

CYLINDER VAMPERS wanted; plenty of work, good prices. THOMPSON-CROOKER SHOE CO., Lynn, Mass., 31.

DAILY MAIL—Several first-class men to take full charge of large office with 10 miles of Pittsfield; must have good references. BERKSHIRE EMP. BUREAU, Eagle st., Pittsfield, Mass., 31.

DELICATESSEN MAN (German) wanted; \$20. BRECK'S, 406 Washington St., Boston, 27.

DISTRICT MANAGER for Prudential (ordinary dept.); salary and expenses. L. G. HARRIS, 100 Middlesex st., Lowell, Mass., 27.

DIE MAKERS—First-class die makers wanted at once. Write, stating past experience, to the BERKSHIRE EMP. BUREAU, room 200, New Miller bldg., Eagle st., Pittsfield, Mass., 31.

DYERS wanted for garment work; must be temperate, thorough, careful and first-class in every respect. Good position for right man. F. D. HOPKINS, H. CO., 11 Humphrey st., Dorchester, Mass., 31.

DYES for garment work; must be temperate, thorough, careful and first-class in every respect; good position for right man. L. G. HARRIS, 100 Middlesex st., Lowell, Mass., 30.

SALESMAN wanted; must be experienced in the following departments: silk dress goods, domestic rugs, shoes, boys' clothing, linens. Apply to superintendent between 8:30 and 10:30 a. m. R. H. WHITE CO., Washington st., Boston, 31.

SALESMAN wanted by large New York edition bindery for New York city, and vicinity; must have had experience. In reply give age, experience and salary expected. H. R. HEDDLE, 50 Bond st., Boston, 31.

FIREMAN wanted with a first-class record for light work. Apply at BARROWSVILLE BLEACHERY, Barrowsville, 30.

FLOOR MANAGER (experienced) with first-class references wanted. Apply to independent JAMES A. HOUSETON CO., Boston, 30.

FOREMAN of ring spinning wanted; cotton mill. LEWIS EMP. AGENCY, J. R. Smith bldg., Holyoke, Mass., 31.

FOX LATHE OPERATOR wanted. LEWIS EMP. AGENCY, J. R. Smith bldg., Holyoke, Mass., 31.

GENERAL MAN—Steady, reliable man with family for general work, short factory; treatment on premises; steady employment. SPRINGFIELD WEBBING CO., 225 Broad st., Springfield, Mass., 31.

LITHO-MAN wanted with some experience pulling impressions from engravings; give particulars. WORCESTER LITHOGRAPHING CO., Worcester, Mass., 30.

100—MACHINISTS—100 wanted; first-class all-round machinists, milling machine hands, lathe hands, at once; steady work for good men. Apply to T. O. FOX & SONS, Inc., West and Haworth st., Lawrence, Mass., 31.

MACHINIST, experienced man, wanted for horizontal boring machine; steady position to the BERKSHIRE EMP. BUREAU, Pittsfield, Mass., 31.

MACHINIST—In and around Pittsfield, several good men at once wanted to fill good steady positions. For further information, write to the BERKSHIRE EMP. BUREAU, Eagle st., Pittsfield, Mass., 31.

MACHINIST—Shank-trimmers on boys' and youth's size shoes. Apply to N. B. THAYER CO., East Rochester, N. Y., 2.

WANTED—Strong boy (16 to 18 years) for general work in a printing plant. LEWIS EMP. AGENCY, 66 Seaver st., Taylor st., Springfield, Mass., 29.

HELP WANTED—MALE

MECHANICAL DRAFTSMEN wanted; \$60 per month. Apply to J. R. Smith, main office, JAMES A. HOUSETON CO., Boston, 31.

MILL MACHINE OPERATOR, LEWIS EMP. AGENCY, J. R. Smith bldg., Holyoke, Mass., 31.

MILLWRIGHTS wanted; first class. LEWIS EMP. AGENCY, J. R. Smith bldg., Holyoke, Mass., 31.

MOTORMEN wanted; several first-class men with good references; must be experienced. Write, enclosing stamp, to the BRECK'S, 406 Washington St., Boston, 31.

NEW MILLER bldg., Eagle st., Pittsfield, Mass., 31.

NIGHT CLERK—Young man wanted to be responsible position in rubber of Pittsfield; must be steady honest, temperate and reliable. For further information address the BERKSHIRE EMP. BUREAU, Eagle st., Pittsfield, Mass., 31.

ACCOMMODATING COOK wanted for 2 weeks. Apply to Mrs. PRESTON, 486 Boylston st., Boston, 31.

HOUSEKEEPER wanted; middle-aged woman for night work. JOHNSON, 20 Bedford st., Boston, 27.

HOUSEKEEPERS (colored) wanted to work for night work. MILTON BRADLEY CO., Springfield, Mass., 30.

ACCOMMODATING COOK wanted for 2 weeks. Apply to Mrs. PRESTON, 486 Boylston st., Boston, 31.

HOUSEKEEPER, experienced, wanted on large fancy house; come prepared for work. WACHTEL-PICKERT CO., 91 Tremont st., Boston, 27.

HOUSEKEEPER wanted; middle-aged woman for night work. JOHNSON, 20 Bedford st., Boston, 27.

HOUSEKEEPERS (colored) wanted to work for night work. MILTON BRADLEY CO., Springfield, Mass., 30.

SWEDISH COOK wanted for Brookline; \$12 family; 4 meals kept; no washing; no ironing. MRS. PRESTON, 486 Boylston st., Boston, 31.

TABLE GIRLS wanted, experienced, for glue work. MILTON BRADLEY CO., Springfield, Mass., 30.

TABLE GIRLS wanted, experienced, for glue work. MILTON BRADLEY CO., Springfield, Mass., 30.

TAILORSESSES wanted; thoroughly experienced on ladies coats. Apply to Miss Conrin, L. P. HOLLANDER & CO., Boston, 27.

HOUSEWORK GIRLS wanted for good appearance. Apply to CONCORD EMP. AGENCY, Concord, N. H., 27.

HOUSEWORK GIRLS wanted, experienced. Apply to CONCORD EMP. AGENCY, Concord, N. H., 27.

CASHIERS and examiners wanted; additional cashiers and examiners with department store experience; must be 16 years old. Apply before 10 a. m. at our 9th floor office. WM. FILENE'S SONS CO., 453 Washington St., Boston, 27.

CHAMBERMAID kitchen girls for small hotel; good positions. CONCORD EMP. AGENCY, Concord, N. H., 27.

CHAMBERMAID wanted for lodging house in Back Bay, Boston; must be white; \$4 a week. MRS. PRESTON, 486 Boylston st., Boston, 31.

CHAMBERMAIDS—Several good chambermaids wanted to fill responsible positions in inns and near Pittsfield. Write the BRECK'S, 406 Washington St., Boston, 31.

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PLASTERERS wanted; \$2.50 a day. LEWIS EMP. AGENCY, J. R. Smith bldg., Holyoke, Mass., 31.

CHOCOLATE AND BONBON DIPPERS wanted by LOWNEY'S; girls who have had experience in dipping fine chocolates and bonbons. Apply at 447 Commercial St., Boston, 27.

CLERK—Young lady, high school education; want to learn the business; salary soon after graduation. HARVARD SQ. EMP. AGENCY, 57 Baker st., Belmont, Mass., 31.

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PLUMBERS wanted; 2 first-class men. BRECK'S, 406 Washington st., Boston, 30.

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PRESS FEEDER wanted, full 2 or 3 years' experience; give full information. THE WHITTEN & DENNISON POST CARD CO., Concord, N. H., 27.

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What Other Editors Are Saying

THE selected editorial comments today deal with the Democratic primary voting in Georgia which resulted in the nomination of Hoke Smith for governor and the rejection of Congressmen Livingston and Howard:

NEW YORK TRIBUNE — The Hon. Hoke Smith has just proved that it is easy enough to "come back" in Georgia politics. A significant result of the primary, apart from the Smith-Brown upset, was the defeat of two of the so-called "Cannon Representatives" from Georgia; Leonidas F. Livingston and William M. Howard. They, with Representatives Gordon Lee and C. G. Edwards, supported the Fitzgerald amendment to the rules and were charged with subserviency to the speaker in other matters. Their rejection helps to make plain the feeling of the voters of both parties that one-man rule in the House had its day and that talk of reviving it in the next Congress is political folly.

NEW YORK AMERICAN — Hoke Smith has "come back" on the wave of revolt that is sweeping the country. Handsome Hoke Smith, scion of that ante-bellum aristocracy that, save in his own person, has not been represented in the governor's chair since the administration of General Gordon, is the favorite of the Georgia farmers and the champion of the masses against the unregulated rule of corporations.

NEW YORK TIMES — While Hoke Smith was Governor before Brown the words "corporation" and "railroads" were to him as red rags to a bull. Does Hoke Smith's return to power mean a rerudescence of the old demagogic and bitter radicalism in Georgia? Have its people forgotten so soon?

WASHINGTON HERALD — Our political ast to the Hon. Hoke Smith, congratulations and very best wishes. Ungrudgingly, it is admitted that he "came back" in great shape, albeit, in doing so, he necessarily returned to earth that erstwhile hero of the common people and statesman untried. "Little Joe" Brown. Perhaps "Little Joe" will subside now, the while Big Hoke looms anew. And, somehow, we harbor a notion that Hoke may loom, all right.

SPRINGFIELD (Mass.) REPUBLICAN — It is peculiarly Georgia's business whether Hoke Smith or Joseph Brown is chosen Governor of the state, but the country is interested particularly in the defeat of Congressmen Livingston and Howard in the Democratic primaries. These congressmen were very vulnerable to attack on account of their alliance with Fitzgerald of Brooklyn and certain Tammany members, a year ago last spring, to save the Cannon machine in

the House from defeat on the question of the rules. The final outcome of the anti-Cannon fight has, of course, made the position of these Georgia Democrats more or less untenable. Hoke Smith's triumph means another two years' term as Governor for him. He has stood for the same policies which he advocated two years ago, when Georgia rejected him in favor of Governor Brown and they included negro disfranchisement as well as more drastic regulation of the corporations.

PROVIDENCE (R. I.) JOURNAL — In came "Little Joe" Brown and out went the Hon. Hoke Smith, two years ago. The tables are now turned. The next Governor of Georgia will be Mr. Smith. The administration of Little Joe is now rebuked. Thus Georgia resumes her attitude of insurgency, for Governor Smith sought to break down the established order before insurgency became a national movement. Correspondingly, the national movement is now caught up by Georgia. There was an attack all along by the line of Cannon Democrats.

The 10 congressmen were all candidates for re-election and the record of some of them includes the abandonment of their party in Congress in the rules fight. So Congressman Livingston of the fifth district, despite of the delegation after 10 consecutive terms, is forced out, as also is Mr. Howard of the eighth, a veteran of seven terms.

ATLANTA (Ga.) CONSTITUTION — Majority sentiment in Georgia has registered its will at the polls and Hoke Smith has been selected as the next Governor of the state. The verdict comes at the close of a campaign gratifying alike for its order and brevity. The contest has been singularly free of that bitterness characterizing previous campaigns, and it is to be hoped, the new standard thus fixed will become a precedent to rule campaigns that are to come in the future. As regards the election itself, the people have spoken and there remains no more to be said. Freed of the distractions of politics, it is now incumbent upon all alike, dismissing past antagonisms, to return to that vigorous prosecution of business and industry essential to the prosperity and progress of the state.

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BOSTON (Mass.) UNION — Hoke Smith, who ousted Joseph M. Brown from the office of state railroad commissioner, and was defeated for the Democratic gubernatorial nomination at the next state primary, has turned the tables on his rival, and will serve another term as Governor. There will be much interest to compare his policies in the future with those which marked his former administration and those which distinguish the administration of Brown, soon to end.

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IN BRAZIL

Big republic makes benevolent plans for immigrants who settle there.

What do you raise in your back yard? Weeds or flowers? Rubbish heaps or vegetables, asks the Cleveland Plain Dealer. Is it of any use to you except as a place to dry the family washing? Are you ashamed of it? Do you take your friends out through the kitchen to see it? No offense meant. These questions are impersonal, and are merely intended to lead up to the remark that a Cleveland citizen has, in a back yard the size of the office he works in, 24 varieties of flowers, and they are nearly all in bloom at this moment. Besides, he has had, all summer, more onions, lettuce and radishes than his family could use. Another desirable citizen has a back yard about 45 by 50 feet, with a border of flowers and shrubs, several vegetable beds at the end, and room enough left for the children to play in.

There's joy o' mornings in the early brightness and fragrance of sweet peas, morning glories, marigolds, cannae, nasturtiums, corylopsis and all their floral sisterhood, and there's pleasure when the day's work is done in the cool green of a back yard lawn. And the vegetables from one's own garden have a flavor not to be found in green goods from the grocer. There's a joy, too, of delving in one's own ground, of planting and coddling and trimming one's own plants. Have you never felt this joy of making things grow? Cleveland is the city of homes, and by the same token a city of back yards. The yards are full of opportunities. If you have never learned the potency of spades, hoes, rakes and seeds, look across the back yard fence and see what your neighbor has done. If this lot is as bare and unattractive as yours, you are both to be pitied. These little neglected spots might bloom as the Garden of Eden.

Woman Painter of Horses

Miss Lucy Kemp Welch, R. B. A., is the successor of Rosa Bonheur as an animal painter, but Miss Kemp Welch paints only horses. She lives in Bushey, England, and has succeeded her master, Sir Hubert von Herkimer, as the head of a school of art. She does not believe in painting from photographs and especially opposes the snapshot.—*St. Louis Globe-Democrat*.

And all may do what has been done.—Young.

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Americans do not regard the sunflower, which is said to be one of our own native plants, as being of much practical service, but in Russia it is utilized in many ways, says the Chicago Tribune.

The seeds are eaten in immense quantities, raw or roasted, as peanuts are in America, and the oil obtained by pressing the seeds is an important article of food. The best seeds yield an oil that compares favorably with olive oil for table purposes.

Even the upper classes in Russia, it is said, eat the seeds, the larger and finer ones being quite equal to most nuts in respect of palatability and wholesomeness. The stalks and dried leaves are highly prized for fuel, being in some parts of the empire almost the only available substitute for wood. An acre of sunflowers will yield many cords of good fuel.

The oil appears to have more of the general properties of olive oil than has any other known vegetable oil. It takes about a bushel of seeds to make a gallon of oil, and 50 bushels of seeds can be grown on one acre of land. As the oil sells at about a dollar a gallon the profit is large.

At one time purified sunflower oil was used quite extensively to adulterate pure olive oil. It is of a pale yellowish color and decidedly palatable. In a crude state it is used by painters to some extent, but it is inferior to linseed oil for use in paint.

In addition to the oil from the seeds the stalks when green and the oil cake make excellent fodder. The fiber of the stalks, which is fine, silky and strong, also has a value. In China it is woven into beautiful fabrics, and it is believed that by the use of proper machinery it might be used most profitably in this country.

Making ice cream from hailstones falling in a hot August is a feat performed by a Connecticut woman. It simply goes to show what a wonderfully variegated climate this wonderful country possesses.—*Baltimore American*.

THE town of Whitby in Yorkshire is one of the quaintest and most delightful to be found in England today, and to any one who makes his way there, either in his motorcar or in the slow and tiresome train which carries one to this out-of-the-way spot, it is somewhat of a surprise to find that Whitby owes its popularity first of all to its fame as a watering place.

Along the Yorkshire coasts are high bluffs which rise abruptly from the water, and there are also deep ravines indenting the rugged shore. On the west cliff, at Whitby, is the Royal hotel and the new town; below, on either side of the little river Esk, is the old town with its narrow streets and jumble of red-tiled roofs; and high upon the east cliff is the beautiful ruin of Whitby abbey.

A priory was founded here in the seventh century by St. Hilda, but the church of which we now see the remains dates only from the twelfth to the fourteenth century. It was here that the poet Chedmon lived and wrote his version of the beginning of creation, as he was bidden to do by the vision.

The old town poses as the birthplace of the celebrated Captain Cook, who is said to have sailed in a Whitby vessel on one of his voyages around the globe. Scott chose Whitby as the background



ONCE AN ENGLISH ABBEY.

On the east cliff of the old town of Whitby.

for a part of his poem of "Marmion," interesting network of associations and these varied memories form a very around the picturesque town.

Joy in Work

I have not seen, I may not see,
My hopes for man take form in fact,
But God will give the victory
In due time; in that faith I act,
And he who sees the future sure
The baffling present may endure,
And bless meanwhile the unseen hand that leads
The heart's desire beyond the halting step of deeds.

—Whittier.

Every man who has a Christian ideal of life finds, as it grows with his experience, that he is driven in upon his own soul more and more imperatively. Secret resources become more and more necessary to him. Conceptions of truth grow up within him which the soul must develop alone. Such men must meet Christ in the solitary places. They have no adequate resources elsewhere.—Austin Phelps.

Famous Painter's First Success

CHARLES SCHREYVOGEL'S first important production was a series of spirited canvases depicting the life of the frontier troops, says Clarence R. Lindner in *Leadies*. But he was not a man of means in those days. His painting must needs be supplemented with quick sketches that he sold to lithograph firms for sums just large enough to grant him daily subsistence. Fortune did not favor him always. One day in 1900, in dire extremity, he offered a canvas, "My Bunkie," to a lithographic firm that used such productions for calendar decorations.

The bargain was all but consummated when the lithographer found that the picture could not be reduced to the dimensions required and rejected it. Schreyvogel needed funds and needed them badly. He sought permission to hang the picture in an East Side restaurant in New York, hoping that some patron of the place might become interested in it and offer to purchase it for a small sum. The restaurant keeper's appreciation of art seems to have been confined to lurid chromes of "The Rock of Ages" or "The Farmer's Evening Meal," for the picture was never hung there. In utter discouragement the artist sought a place to dispose of his work.

Some of his friends urged him to send it to the annual exhibit of the National Academy of Design, which was to open shortly. Schreyvogel smiled, but after many urgent appeals he reluctantly consented. He had no hope that it would be accepted. It was accepted, however, and, immediately the exhibit opened, "My Bunkie" became the most popular, work on walls. Laymen and artists acclaimed the artist a master. The Thomas B. Clarke prize, the most important one which the academy has to bestow, was awarded it.

The next day the newspapers heralded a new star in the artistic firmament and the first news that the artist received of his honor was the reading in a morning newspaper the caption, "Unknown Artist Leaps into Fame." "Struggling Artist Becomes Famous."

The nobler life is just as possible to us all as that which is ignoble. The moment one will assert his freedom from petty cares, perplexities, troubles and anxieties, that moment they fall off of themselves.—"A Study of Mrs. Brownings" Lillian Whiting.

The flag of Denmark, a plain red banner bearing on it a white cross, is the oldest flag now in existence, says an exchange. For 300 years both Norway and Sweden were united with Denmark under this one flag. In the year 1219 King Waldemar of Denmark, when leading his troops to battle against the Livonians, saw or thought he saw a bright light in the form of a cross in the sky. He held this appearance to be a promise of divine aid and pressed forward to victory. From that time he had the cross placed in the Dannebrog, that is, the strength of Denmark.

Look, he's winding up the watch of his wit; by and by it will strike.—Shakespeare.

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Speaking of Mr. Roosevelt's writings, a book dealer says: "One of his books that is sought for by collectors is one that the general public knows little about. It is a small pamphlet and was written when the former President was a very young man. It has been out of print for many years."—New York Sun.

To use another illustration, an eye aware of seeming reversal of action produced by reflection in a mirror can lead the hand to act correctly, while the untrained eye, watching the hand in the mirror, will lead it to act upon what is seen there. Right appears to be left and left right, and the hand moves in the opposite direction from that which

it desires unless the eye is prepared to make a mental reversal of what it sees. Now it is so with the spiritual consciousness which is beginning to guide human thinking in Christian Science. Instruction in the reality of things by divine Science, the Christian Scientist is beginning to reverse in a hundred directions what the eye shows, the ear hears, the touch apprehends. Taught of God to know that only good is real, that only good and harmony exist at all, the student of divine things boldly discredits what the senses say. Even as Galileo's denial of what the eyes of his inquisitors saw is justified today, so the coming of the practical and the pictorial.

Artistic ends require contrast and in such a cement settlement there would be a dull level of uniformity distasteful to all, especially to those obliged to contemplate such formality for months, perhaps years. The "solid comfort," the cheap priced good house, would not for long content even the most plodding, for in all of us is some spark of appreciation of beauty, though often concealed and often denied. Individual blocks even, artificially made, are all alike. But who ever saw two stones alike? Look at any stone work in a good wall or in a building. The charm of the mason work and the beauty of line are all subordinated to the fact that each stone has in tint or texture that which gives its face a distinctive character and to the whole never ceasing variety.

That these objections will in time be met and even Mr. Edison's philanthropic vision be realized, there is no doubt. But here is summarized the present opinion of the builders in their most creditably divided allegiance to the practical and the pictorial.

The German law fixes the exact fees which a German attorney has to claim for all kinds of professional work and the rechtsanwalt can charge neither more nor less.

It is still an old though unfulfilled wish of German lawyers to have a new fixed list of fees—not made after the old and low standard of the year 1879, but made with consideration to the changes—the numerous decided changes—which have taken place since that year.

The rechtsanwalt is attorney and counselor-at-law all in one (in England solicitor and barrister). The rechtsanwalt can be a business man as is the case in the United States.

The exercise of the law is not to be considered a calling or profession, but is to be looked on more as a public office. According to the lawyers' code of the first of July, 1878, lawyers are charged publicly with certain duties.

He is obliged to have his residence in the town or district where he is appointed (so-called residence duty). Further, he must conduct himself in and out of office in a way befitting his professional and social standing (i.e., duty to his rank). Thus a lawyer is forbidden to advertise in newspapers, by canvassing, etc., or to buy or take over a practise already made, as being unworthy of his calling.

His position in society is between officials and scholars and through custom and law he is compelled to keep the position to the last degree. This compulsion to keep one's rank has given rise to the existence of committees called anwaltskammern, whose duty it is to keep a strict watch that no lawyer dishonors his calling. These committees have a strict code of punishment, ranging to complete expulsion from office. In this way the lawyers in Germany have a good and honored position; in fact, there is scarcely a country in which the lawyer enjoys more respect and confidence.—Exchange.

American land and immigration officials are of the opinion that if generally in the treatment of settlers will serve to attract those necessary adjuncts to a country's growth, the republic of Brazil should shortly be overridden with flocks of immigrants from all quarters of the habitable globe. In the official book, "Brazil in 1910," which is now being distributed, the Brazilian government bids itself to provide the new arrival with tools and seeds and steady municipal work if he arrives destitute, together with necessary transportation to the place of his settlement. Land will be sold the immigrant on easy payments, and if he marries a Brazilian woman the couple shall receive some 60 acres of land free—provided they have lived in harmony for one year.

Not content with the foregoing, Brazil also agrees to provide the immigrants with means of subsistence for a period of six months from the date of their arrival or until the first harvest matures. Furthermore the Brazilian government will build houses for the immigrants and sell these to him on an easy payment basis; agrees to establish stores within reasonable distances; promises to build churches of any denomination desired without cost to the settlers, and, in case a settler who has been in the country less than two years is incapacitated from earning his own living and has no friends, the state will return him to his own country free of charge.

In all these beneficial plans, the government enjoys active cooperation of the railroad companies who serve the various sections. Immigration is progressing in a steadily increasing ratio.

Southey's Industry

Robert Southey deserves to rank as the most industrious of authors. In the greater part of his life he spent 14 hours a day in composition. He had six tables in his library, writing poetry at one, history at another, criticism at a third, and so on with the other subjects upon which he was engaged. He once described to Mme. de Staél the division of his time: two hours before breakfast for history, two hours for reading after, two hours for the composition of poetry, two hours for criticism, and so on through all his working day. "And pray, Mr. Southey," asked madame, "when do you think?"—Boston Courier.

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TRUE TESTIMONY

FEW people today will affirm that God is corporeal, or that He is apprehended through the physical senses of mortals. Nearly all Christian people are come to have some understanding of God as divine Mind, as Spirit, not matter. Jesus everywhere reminded men that God is their Father. Christianity holds that man is made in the divine image. If this is true, the real man is like unto God in his being, powers and attributes. This is the point in thinking where persons sometimes pause, afraid perhaps of what comes next, since they do not understand. To say that if God is Spirit man must be spiritual; if God is not material then man. His likeness, cannot be material, contradicts what mortals term the evidence of the senses. And yet this is the glorious fact which Christian Science makes plain; that if God is not to be apprehended by material sense, neither is the true man, His image. Therefore, this image of mortality which sees itself and others as dust, prone to disease and sin, is a mistake; it cannot be man as God conceives him, as man is in the divine Mind.

Now this close relation of man to his Father, God, is the central point of Christian teaching. Jesus said to suffering and fearful humanity that God is indeed the Father of man; and again and again he rebuked the hesitant faith, the failing courage, of those who longed to rely on the spiritual facts unseen to the physical senses. Where the sick man saw a withered hand Jesus apprehended the perfect creation of God as spiritual and unchangeable, not a material thing able to decay. It was this true view of man that healed the sick.

To think that healing comes through the action of a mental force on physical molecules, changing one actual condition of disease to another of physical har-

When the Band Plays "America"

The Atlanta Constitution, one of the representative papers of the South, has this to say regarding the national anthem:

Patrons of parks and other public resorts throughout the East have adopted the custom observed in the United States army of paying the tribute of a silent salute whenever the band plays "America," the national anthem.

Visit any American post, and as the strains of the music roll out, you will see officers uncover and place their hats over their hearts.

It would be a pretty and graceful innovation if the same practice were observed at Grant park and similar resorts in Atlanta when the band concerts reach their regular conclusion with the national hymn.

Simple in itself and requiring little exertion, the act is a very pretty tribute to patriotism, for which every man is better off.

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

EDITORIAL

Boston, Mass., Saturday, August 27, 1910.

The Business Situation

THERE has been a good deal of curiosity if not anxiety as to the causes which have led to the present demoralized state of the securities markets. Apprehension has been entertained that the reaction in prices foreshadows a still more serious recession in business. Accordingly many interests have been very conservative in making purchases or extensive alterations or improvements of any kind. A hand-to-mouth policy has been pursued for some months past, notwithstanding the great promise the future holds out in the way of bountiful crops and the continued demands of an increasing population. As has been pointed out before fear is chiefly responsible for the uncertainty and hesitation in commercial affairs and the slowing down in business activity.

This apprehension has been engendered very largely by political developments and by the slump in the stock markets. It often has occurred in times past that a reaction in stocks was due to an unfavorable state of trade, but in the present situation the fundamental conditions of business are uniformly good and the outlook is propitious. With our national wealth of approximately \$125,000,000,000 as compared with \$94,000,000,000 ten years ago and average per capita wealth of \$1359 as compared with \$1232 a decade ago, as probably will be shown by the next census returns, it is indisputable that this country is prosperous and is growing richer year after year. But the buying power of the dollar is less. And this is one of the underlying causes that have brought about lower prices in the securities markets and given both corporations and individuals a problem to solve in their efforts to make ends meet. Living expenses consume the earnings of the average man. He has little left with which to purchase stocks or anything else. Whereas a very short time ago it was frequently the case that the daily sales of stocks on the New York exchange would reach a total of 2,000,000 and even 3,000,000 shares, the total amount is commonly 400,000 and 500,000 shares a day now. Stocks have declined from the high level of the year principally because the public has not been in position to buy them. And until the average man is enabled to reduce his living expenses and by thrift and economy has accumulated a moderate surplus from his earnings with which to make investments, the big interests that now own the major portion of the securities probably will continue to hold them. However, the cost of living is tending downward. When it again reaches normal it very naturally will follow that there will be greater activity in the securities markets.

Meanwhile, it is well to bear in mind that there is nothing the matter with the country. Politics will cease to be a disturbing element when men who have had the ability to make positions for themselves in the political and financial world and now hold places of trust and power will exert themselves to bring about a saner order of things in our commercial life. This cannot be accomplished by harassment and contention. The whole world will welcome a cessation of hostilities between the contending forces that have done so much to unsettle our commercial equilibrium.

ONE of the most agreeable features in connection with the sonder races off Marblehead was the evidence of good feeling with which the Spaniards received their second defeat at the hands of Americans, this time a bloodless one. They had not a chance, apparently, in the contests; but like good sportsmen they did their best, manifested no ill-humor over failure, and won the esteem of their opponents, as well as the plaudits of the delighted spectators. Not so long ago the United States and Spain crossed swords in bitter conflict. Each fought for a principle, and each believed her own cause just. A dependency was emancipated from the yoke which had checked its rightful progress for centuries. The merits of that result are not disputed now even by Spain. That defeat helped Spain more than would have a victory. With it came realization of the blindness to the march of events which had lost the Castilian his grip on the western hemisphere. At that time defeat was not taken kindly, but discipline does not usually promote gratitude until its good effects become apparent, and the influence of that war can be traced in the events that are stirring Spain today, for that "a little leaven leaveneth the whole lump" is as true now as ever.

Is it not significant that citizens of a nation that met with so crushing a defeat can greet now, without a trace of rancor, Americans, some of whom engaged in that momentous struggle of a few years ago? And with what inimitable grace Capt. Louis de Arana presented to the Americans the Chontacupu, for the winner of a series of races off the Massachusetts coast next month that will determine the three yachts to be entered for the Kiel races in 1911.

The Spaniards assuredly are good losers. Although defeated at Marblehead, they actually won a victory by proving to Americans that the true qualities of sportsmanship are the same as those which enable a nation to profit by a defeat of wider consequences.

SOMETHING new in the way of devices for making war hideous is the end toward which humanity seems to strive. Nations maintain increasingly expensive armaments, constantly remedy weaknesses in the defensive whole, or add modern discoveries to those of the past. Now comes forward an inventor whose gigantic submarine construction, said to be capable of approaching a fleet under water, is expected to flap a huge wing over a battleship at the psychological moment, and drag the Leviathan to the bottom of the deep. If the wing flaps correctly each nation, doubtless, will want a few such destroyers, for the powers suspect ententes cordiales and the growing love of peace is offset by the still rampant fear of war.

Great Britain as a great world power is constantly planning more dreadnaughts; Germany increases her navy, and keeps her magnificent army up to the full peace strength; the United

States annually builds more ponderous ironclads; Japan watches China, and bemoans jingoistic outbreaks elsewhere; even Italy and Spain fail to disarm, while Russia, military to the core, fails to respond even like Turkey to the broadening effects of contact with European civilization.

While England particularly groans under her burden of preparation for an improbable clash that the world could not endure long, other nations mourn these generally impoverishing outlays. They all talk peace at The Hague and at home, but there is no peace as yet. Fear and distrust must be abolished first, and man's ingenuity is working toward their displacement. If the aeroplane is to be most destructive as an engine of war, why bar it from international warfare, as once was done with the balloon? The future submarine may qualify to destroy whole fleets. Is that a reason why nations should agree to dispense with such all-devouring submarines in time of war? By discrediting all innovations and adhering to the time-honored battleships, cruisers and gunboats, would not the world defeat its own purpose—permit the continuance of war expenditures, while ignoring a possible means of preventing war?

Japan and Russia already have shown us that modern war is too horrible to contemplate with equanimity. These vast expenditures for armaments, however, will serve a great and glorious purpose if they spur inventors to make war so terrible that it will be unthinkable.

AMONG the gratifying statistics now being made public is the Y. M. C. A.'s showing of a half million membership. More of the same nature would be warmly welcomed.

University Course for Hotel Help

THERE is a great deal more than at first appears in the proposition to throw the advantages of higher education open to those who may be ambitious to excel in the hotel service of this advanced period. Strange to say, we are indebted to the university for the hotel, for it had its origin within the walls of an ancient seat of learning, and if the university shall now come to the aid of the hotel, it will only be returning to its own after the lapse of many years. It is beginning to be recognized that the very highest order of intelligence and proficiency is none too high for those vocations upon which humanity is so largely dependent in this age for convenience and comfort. It was at one time thought by some that a man who was not successful in any other line might be successful as a hotel keeper. Then in the course of time it became understood that while many men were gifted with genius and talent in various ways, the genius or talent necessary to the running of a hotel was but slightly diffused. "He is an able man, but he couldn't run a hotel," was a common saying a quarter of a century ago, and it was intended to express the idea that the qualifications of a first-class hotel keeper were very different from those possessed by people who had won distinction or even fame in other walks of life.

The movement to train young men and young women in colleges for the hotel business had its beginning, no doubt, in observation and recognition among hotel guests of the fact that the average hotel employee is expected to know everything, from the source of the water supply and the time of sunrise to the trolley schedule and the result of the latest milk analysis. Speaking with reference to the male help only, every occasional hotel guest has had the fact pressed upon him that the bell boy is expected, without submitting in advance to a civil service examination, to know things offhand that an ordinary person would have to look up in the city directory, a railroad time-table or an encyclopedic. And the surprising thing is, he seldom disappoints his questioner, although he may now and then be a trifle crude in his method of imparting information. The hotel porter, on the other hand, is expected not only to have all the information possessed by the bell boy in a more finished state, but to have a command of new facts that almost, but not quite, places him in a class with the head waiter, while the clerk can only be prevailed upon to cease absorbing and distributing useful intelligence when he becomes a hotel proprietor and can afford not to be able to answer a question.

Now, no university can increase the knowledge possessed by hotel help in general, but it can systematize it so that there shall not be so many disputes on the landings or in the pantries or in the corridors of the upper floors on abstruse questions in hotel management while the guest in 44 is waiting for ice water or towels. The colleges can at most go little farther than to introduce order into the present arrangement of hotel information, so that the guest who simply wants to know the running time of a taxicab is not given the standing of the league clubs.

JOHN ENNIS, who has just completed a walk from the Atlantic coast to San Francisco in eighty days, has shown the public how, in case it is short of carfare and the Panama exposition is held at the "Golden Gate" in 1915, it can still manage to connect with it by starting a little early.

THE "Watch us grow!" slogan of the many "Boosters" clubs organized for the purpose of promoting the interests of their respective cities throughout the country is most appropriate, as is shown by the census returns now being made public. In nearly every instance the rate of increase of population has been sufficiently rapid to satisfy even the residents of the ambitious communities to which they relate.

THE printed questions from the National American Woman Suffrage Association this year to every congressional and senatorial candidate will leave little room for "dodging" the suffrage issue. Where the women themselves are much divided on this issue the candidate's lot will not be a happy one.

IF, AS Camille Flammarion opines, the earth moves 29,670 meters in a second, that does not make it incumbent upon individuals to travel 59,340 meters in the same period.

BOSTON welcomes the oncoming formidable army of aviators who will be in evidence hereabouts next week, knowing that it is they and not Bostonians who must fly.

THE army officials who have gladly loaned regiments of soldiers to fight forest fires decline to provide big guns as rainmakers.

A GLIMPSE of \$90 silk hats in Buenos Aires should make the rest of the world akin apropos of the cost of living.

AT FIRST glance it would seem that the proposal made by Senator Cummins for a nation-wide primary might be embarrassing to those who, while favoring the direct primary in municipal and state affairs, are opposed to its extension to national politics. But opposition to Senator Cummins' plan can be reconciled with approval of the direct primary system in its narrower application. While innumerable reasons may be advanced for moving toward a radical change in the political party system which has admitted of so much irregularity and dishonesty in the selection of candidates and the election of nominees in local and state contests, there are very many and potent reasons why it would be unwise, at least at this time, to attempt to nominate candidates for the presidency and vice-presidency by the new method.

The reason that will occur to the thinking citizen first of all is that the direct primary system has not as yet been sufficiently tested to justify its adoption in national political contests. So far as it has been intelligently and efficiently applied, excellent results have followed. There is no occasion for doubt as to its ultimate success as a reformatory political measure. But there is no call at present for such a radical move as Senator Cummins favors, and the best friends of the direct primary system will, we take it, be disinclined to have it tested at such a disadvantage as must necessarily accompany an attempt now to carry out the senator's idea.

It may be taken for granted that the party-convention system will be continued in national politics for some years to come, not because of any fixed or organized opposition to the direct primary, but because in national politics, as in national affairs generally, the conservative influence predominates. And this is well, since no matter how commendable a proposed innovation may be, and no matter how beneficial it may have proved to be in local and state affairs, there might be serious objections to its adoption by the nation.

If the direct primary shall work out according to its present promises, and shall be found to meet the exigencies of change and time, it will be incorporated into national political affairs some day. But this will be done without haste, and with the conviction firmly impressed on the public mind that it is a step forward that will not need to be retraced in the future.

Mr. Vreeland on the Central Bank

THERE are indications other than that which may be found in Representative Vreeland's contribution to the current Independent going to establish the fact that the central bank question is going to be discussed more calmly and with greater thoroughness in the future than it has been in the past. In reply to the common assertion that Wall street would surely succeed in obtaining control of such an institution, Mr. Vreeland says: "I think that the people of the United States are capable of preparing a law which shall shut out the possibility of its acquisition by special interests or of its being brought into politics." And his statement that five or six banks now hold three fourths of the \$400,000,000 reserve in the city of New York, will go far toward strengthening the position of those who see no particular ground for public congratulation in the conditions which the establishment of a central bank would change.

There have been several periods in our recent history when the monetary question, in one or other of its phases, or in all of them, has given promise of becoming the paramount political issue. Just as regularly questions of minor but seemingly of more urgent importance have arisen to side-track it. In intervals of political quiet the country, almost unconsciously, has reverted to the question, and, despite many distractions at present, the country seems to be more than willing to hear of the plans of financial experts for a reformed currency and a central bank.

A free and full discussion of these plans is necessary to the education of the public and to the financial and industrial welfare of the country. They should be approached by all with an open mind, and with the determination to extract from them all the good they contain. There is, it is true, no apparent urgent demand at this time for monetary reform. But if monetary reform is a necessity, it will be folly for us as a people to postpone taking steps in its direction until the need is pressing.

MILLINERY as an exact system is the latest appealing project that may ring out some wonderful conceptions in present-day adornments, satisfy yearnings for consistency in a highly important branch of art and give man's often-stirred sense of humor an opportunity to become normal again. Advices from Chicago tell us that a college will be founded and lodged in a quarter-of-a-million-dollar building there, for the teaching of every detail in the making of woman's headgear. The possibilities thus are seen to be unlimited. Let us hope that the results will not be appalling.

For instance, all confusion may be relegated to the past, conflicting ideas be harmonized and budding designers learn to evolve in the United States the blooming creations now indigenous to Parisian soil, while French artists in Yankee land find their immense salaries abbreviated by this campaign of education.

If the saving principle of simplicity in art thereby is made applicable to millinery in the sense to which the world has narrowed since the original man from Milan imported women's finery, there will be cause for rejoicing. One of the first desirable innovations ought to be a quick amendment of the ruling that big hats must be enlarged and small ones reduced to more diminutive proportions. Why, in the name of all that's pleasing, should there be no medium in hat dimensions?

If necessary, international concessions might solve this millinery size and styles problem. What is good taste in America now often ranks as bizarre in Paris or provincial in London, to say nothing of its standing in Berlin or other cities on the continent. In any event some sort of an agreement between the hat-makers of all nations would tend to harmonize tastes and abolish the unfriendly rivalry between the aeroplane, automobile, coal scuttle, merry widow, sailor, peach basket, picture, Russian toque and a host of other decorative schemes. Then the soft, elastic things with strings, otherwise known as bonnets, would vie on more equal terms for popularity with the pretentious but hardly so lovely triumphs of the millinery extremists.

Millinery as a System